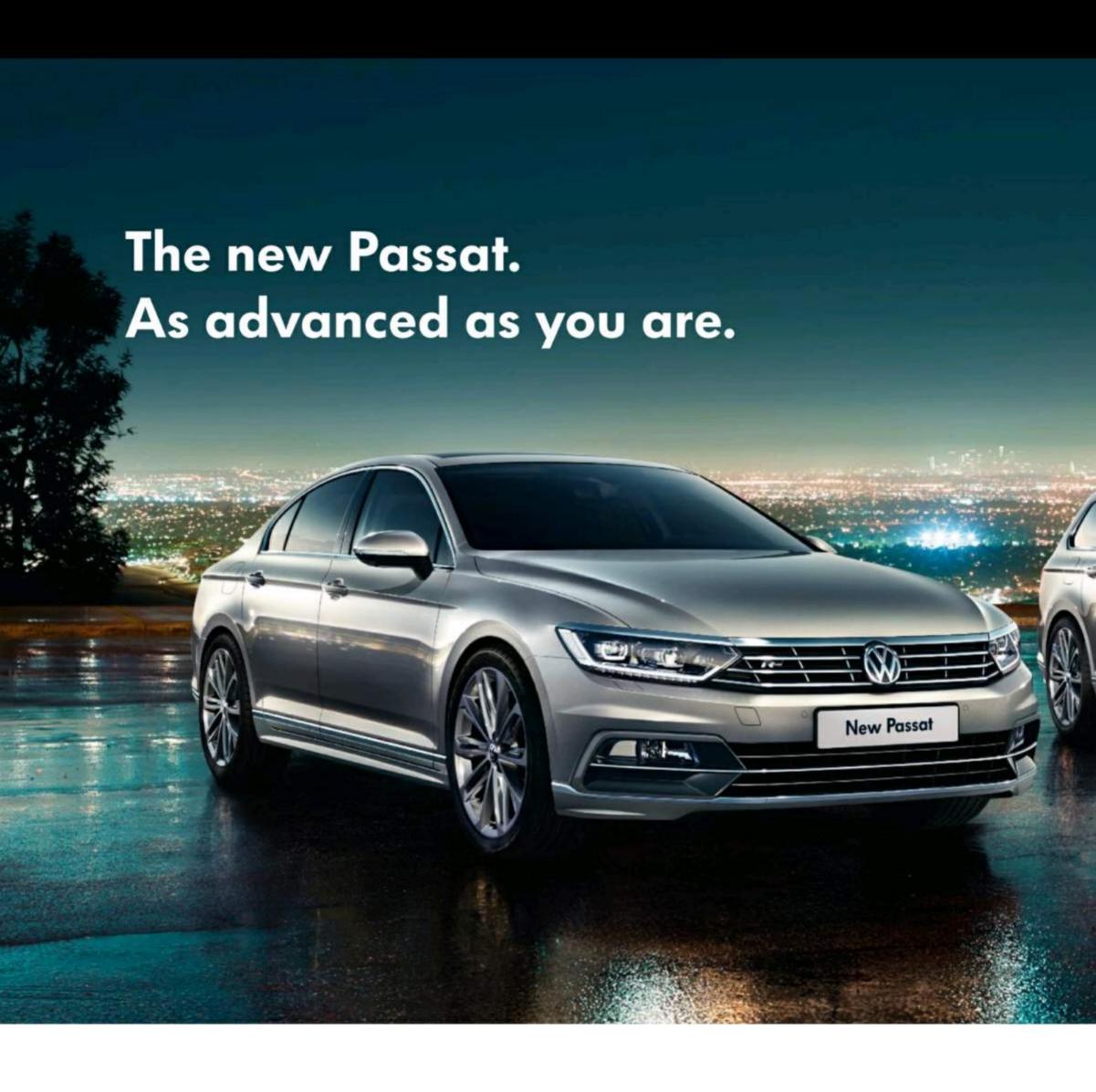


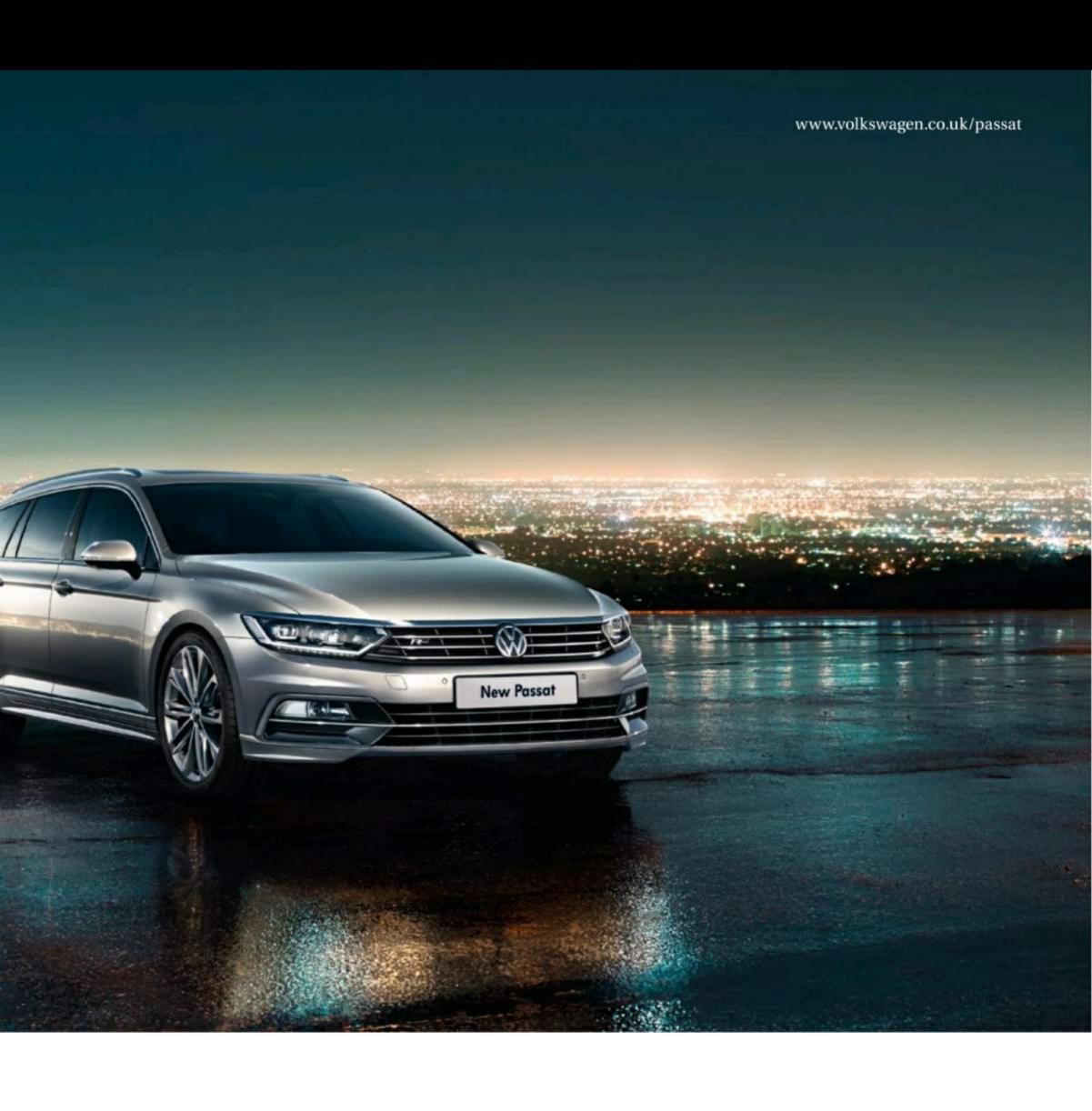
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Model shown New Passat R-Line 2.0-litre with optional metallic paint, 19-inch Verona alloy wheels, LED premium headlights and sunroof. not reflect real driving results. Official fuel consumption in mpg (litre/100km) for the Volkswagen Passat range: urban 43.5 (6.5) – 62.8 (4.5);



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R-Line available to order now, first deliveries from April 2015. Standard EU Test figures for comparative purposes and may extra urban 60.1~(4.7)-78.5~(3.6); combined 52.3~(5.4)-70.6~(4.0);  $CO_2$  emissions 140-103g/km. Information correct at time of print.

## The all new Audi TT



Official fuel consumption figures for the TT Coupé in mpg (l/100km) from: Urban 33.6 (8.4) – 57.6 (4.9), Extra Urban for comparative purposes and may not reflect real driving results. For more information please visit audi.co.uk/tt



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51.4 (5.5) - 76.3 (3.7), Combined 43.5 (6.5) - 67.3 (4.2), CO<sub>2</sub> emissions 151 - 110 g/km. Standard EU test figures





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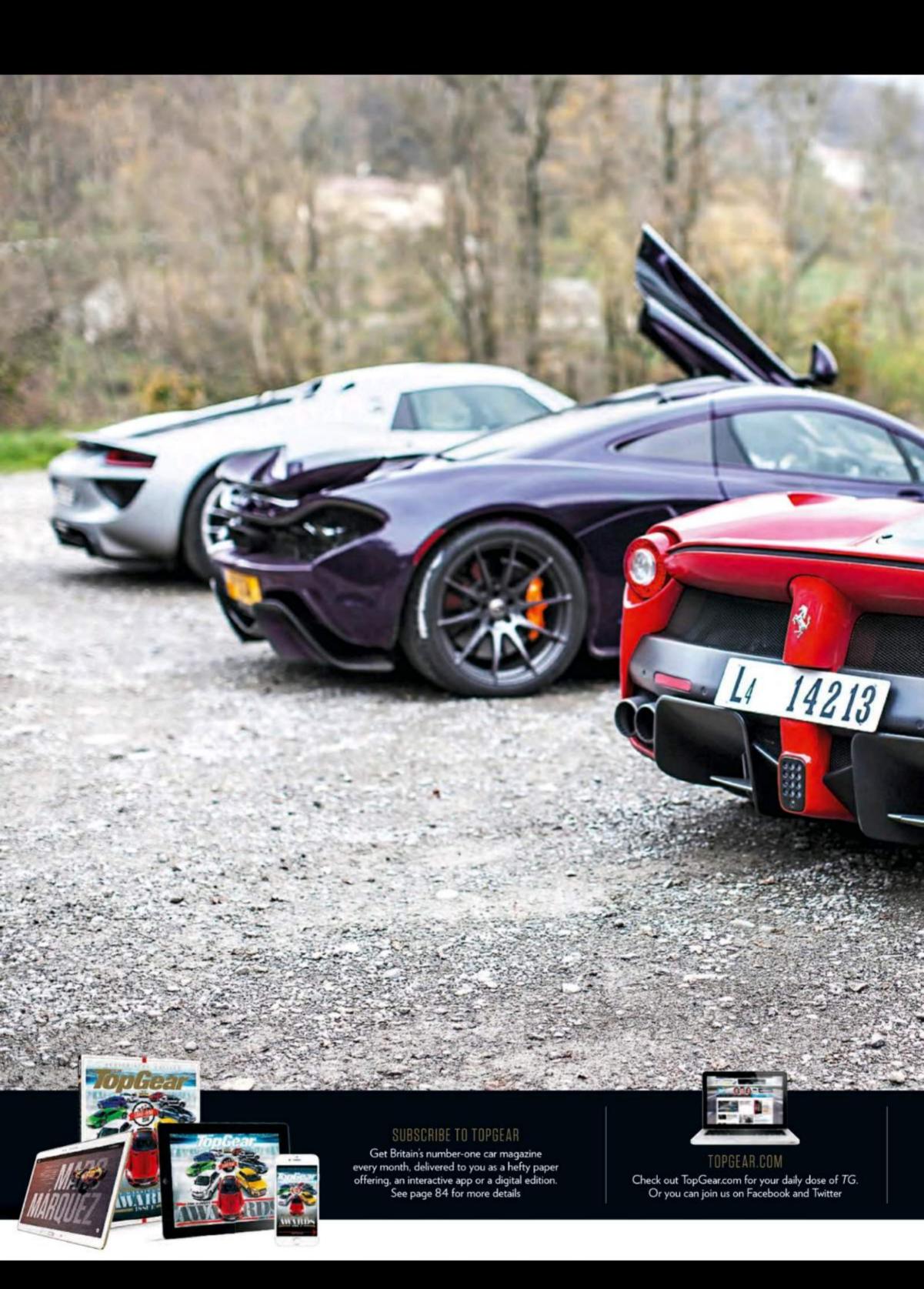
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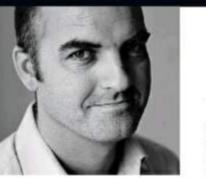






ISSUE 265 • JANUARY 2015

# WELCOME



This job is spectacularly good at creating moments that remain with you for the rest of your life. As I drive into a nondescript lay-by at the bottom of the perfect Italian road in a McLaren P1, and my mirrors are filled with the technical bulk of a Porsche 918, it's clear that

this is one of them. When we pull up next to a blood-red LaFerrari, it's obvious this will be a significant couple of days. And a very fast couple of days.

TopGear has been delighted to bring you individual exclusive access to these three cutting-edge hypercars over the last 18 months. We were also the first to pit the P1 and 918 against each other on track earlier this year. But as I stare at the £2.5ish million, 2,728bhp contents of this car park, it's clear that the significance of the gathering isn't lost on anyone.

These are the best of the best and rarest of the rare, each redefining the top tier of performance for their respective manufacturers, each delivering that experience with the particular nuance of the brand that makes it. They are here, together. And we have the keys.

This gathering has been months in the planning. The result of endless negotiation and countless phone calls. It's been on, then off, then "never going to happen" more times that I can count. But then I open the door of the P1 and see Tom wearing a grin that almost reaches around the back of his head: barring a small tactical nuclear strike, we're finally in the privileged position to spend 48 hours comparing the ultimate in automotive performance.

But we have a responsibility here. We may be pleased with ourselves, but the necessity of a verdict weighs heavy, as does the jeopardy of piloting several thousand horsepower of hypercar around leafy, damp Italian roads. Get this wrong, and it would be the highest-profile off in motoring journalism history. The world is watching and waiting, and expectation is high.

That expectation turned out to be justified. After 48 hours in the company of these creations, it was clear each one truly delivers to the brief, and I'm delighted to be able to bring those incredible days to life in this issue starting on page 86.

As beginnings to a year go, our hypercar showdown sets the bar for the rest of the year impossibly high. Some would argue that it might be impossible to better. But I have no doubt that this industry will continue to surprise us in 2015. Thank you for your continued support, and I look forward to having you along for what promises to be another truly extraordinary year.

Enjoy the issue,

CHARLIE TURNER EDITOR-IN-CHIEF



TopGear will be back on BBC2 at 8pm on 25 January



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The official fuel consumption figures in mpg (I/100km) for the Mazda3 range: Urban 37.7 (7.5) - 60.1 (4.7), Extra Urban 58.9 (4.8) - 80.7 (3.5), Combined 48.7 (5.8) - 72.4 (3.9). CO₂ emissions (g/km) 135 - 104.

The mpg figures quoted are sourced from official EU-regulated test results obtained through laboratory testing, are provided for comparability purposes and may not reflect your actual driving experience. Retail sales only, subject to vehicle availability for vehicles registered between 01.01.15 and 31.03.15 at participating dealers. T&C apply. \*0% APR finance available on all Mazda3 models over 24, 30, 36 or 42 months. **You will not own the vehicle until all payments are made**. Finance subject to status, 18s or over. Guarantee/Indemnity may be required. Mazda Financial Services RH1 1SR. Model shown: Mazda3 120ps Sport Nav, OTR from £20,195. Model shown features optional Soul Red Metallic paint (£660). OTR price includes VAT, number plates, delivery, 12 months' road fund licence, first registration fee, 3 year or 60,000 mile warranty and 3 years' European roadside assistance. Test drives subject to applicant status and availability. Details correct at time of going to print. Not available in conjunction with any other offer unless specified.



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Volkswagen Golf
BMW 2-Series Active Tourer

Abarth 695 BiPosto Volkswagen Polo GTI

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All you need to know about the best cars on sale today. Your car not there? Sell it, and buy one that is, then...

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REGULARS



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# The Lotus F1 team has jumped a really big truck over a 2013 F1 car. Because trucks, that's why...

Maybe they should give up the F1 car and just use the truck.

#### tardishuayra

Spend more money and time on getting your car right on the track rather than creating stupid truck jumping videos, and you might have a little bit more luck in the constructors' championship!

#### Richard Williams

Well, that was pointless.

DaVe

Then don't watch it.

Shawn Dunwoody

Obviously, Maldonado wasn't driving either vehicle.

#### Michael Freeman

Was that car specially modified to handle the driver's extra-large gentlemen's vegetables?

JT

That truck is probably faster than the 2014 Lotus Formula One car.

#### Sami Faheem

Truckin' awesome. I can't articulate how awesome this is.

Jamesmaysfizz

# E AREQUE

#### @nishant\_bk

Someone seems to have broken up with this very expensive car being towed past me



#### @slim20vt

Just ordered my new turbo



#### ambitiously-rubbish via Tumblr

My keys are in the safeguard of Jezza and His Stigness



#### @theparcivel

He's probably right

#### TWEETS & STUFF

Programming report due tomorrow.

Lab report due Friday. 30-page project due in 2 weeks. But this is a good episode of *TopGear*.

#Priorities

@DANNY\_ C\_ROBERTS

Oh God, they put *TopGear* on in the office – this is going to be bad for productivity

@UBBINATOR

Some say... that Scrabble has added his name to its dictionary TAKEONLYPHOTOSLEAVEONLYFOOTSTEPS VIA TUMBLR



Hats off to the BBC\_TopGear marketing team. South Indian lorry drivers? Ingenious!

@NISHANT\_BK



#### GO ONLINE AND SUBMIT YOUR PICTURES



Riding a bike indoors is rubbish. At least you guys make it bearable! @MichaelPOglesby



Meanwhile in a dream @BBC\_TopGear test...
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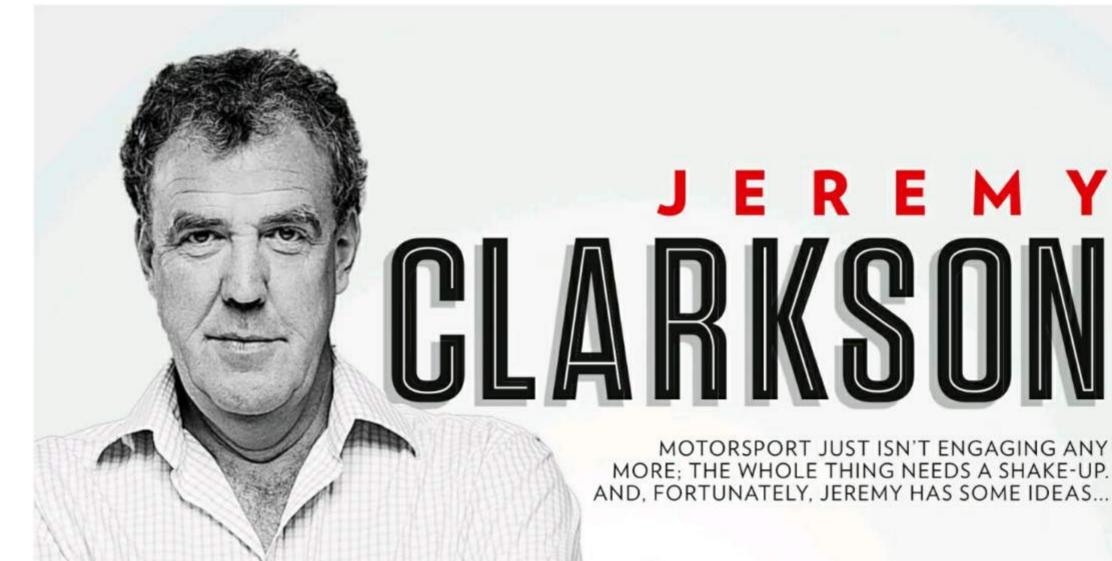




Range of official fuel consumption figures for the Abarth 500 range: Urban 33.2 – 33.6 mpg (8.5 – 8.4 l/100km); Extra Urban 52.2 – 53.3 mpg (5.4 – 5.3 l/100km); Combined 43.5 – 44.1 mpg (6.5 – 6.4 l/100km) CO<sub>2</sub> emissions 155 · 150 g/km. Fuel consumption and CO<sub>2</sub> figures based on standard EU tests for comparative purposes and may not reflect real driving results. Model shown is the New Abarth 595 Competizione 1.4 TB T-Jet 160 BHP at £19,650 OTR including Cordolo Red Metallic Paint at £660.



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s we all know, Formula One is a mess. You've got the head honcho telling all and sundry that no one can afford to buy any of the products made by the sponsors, you've got teams in administration, you've got more overtaking in the average British multistorey, and you've got double points in the last race, which

means the whole season has been a complete waste of time. But it could be worse. It could be rallying.

I was staying with a friend recently who did not have Sky television, which meant that, on a Saturday morning, I was extremely stuck for something to watch. There was a rerun of the celebrities in the jungle from 2008, lots of blonde women selling bric-a-brac at auctions and some homes under a hammer... which sounded a lot better than it actually was.

This meant that on a grisly, grey and damp Saturday morning, I found myself watching ITV4, a channel for programmes which aren't quite interesting enough to be shown on ITV1, 2 or 3. The natural home, these days, then, for the World Rally Championship.

Ooh, it was dull. I watched a small Volkswagen – which is nothing like any Volkswagen you can actually buy – driving through a wood in Wales for a few minutes and then the driver, who was either called Dai or Miko, told us in an approximation of English about the problems he had encountered while driving through the wood. Then we saw a Citroen doing exactly the same thing. Before we heard from its Dai or Miko telling us about his problems.

There was a time when the British round of the World Rally Championship was billed as Britain's most watched sporting event. A quarter of a million people would see the cars live, boasted the organisers. No one ever pointed out that this included all the people who saw them going from stage to stage while they were on their way to buy some washers from B&Q.

But, whatever, it sure as hell isn't a quarter of a million people any more. In fact, judging by the footage shown on ITV4, it was about 32. Most of whom were plainly mad.

There was one chap, in a T-shirt, standing right at the edge of the road, exactly where the car would end up if something went wrong, shaking his fist exuberantly at the driver as he whizzed by.

So let's examine his thought processes here. He's woken up and thought: "I know what I'll do today. I'll put on a T-shirt, which is completely inappropriate for the Welsh weather in November, and walk for miles through a wood so that I can cheer on a man I've never met as he drives past in his Hyundai." Needless to say, he was on his own. This is because a) he couldn't make any of his friends see that his planned day out was a good idea or b) he doesn't have any friends.

None of the spectators do, it would seem. All 32 of them were to be seen, standing alone, in their own bit of dampness. Many had old-fashioned Zenit cameras with telephoto lenses so they could take dismal, amateurish pictures of the Hyundai as it rumbled by.

Why? Who are they going to show them to? Who's going to say: "Hey John. Can you show me the 2,000 rubbish photographs you took of that Hyundai last weekend?" Nobody is. They're going to end up on his hard drive, along with all the Health & Efficiency downloads.

# "ON A GRISLY, GREY AND DAMP SATURDAY MORNING, I FOUND MYSELF WATCHING THE WRC ON ITV4. OOH, IT WAS DULL"





# "NOBODY WHO HAS A LIFE IS GOING TO TRUDGE THROUGH A WOOD AT NIGHT TO WATCH A FINN GO BY IN A VW POLO"

Maybe, if he gets a shot of a crash, things would be different, but the chances of this happening are about nil. ITV4 had a helicopter and many cameras covering the black spots but, while I was watching at least, there wasn't even a minor parking bump.

Maybe crashes aren't allowed any more. I mean, according to the rally website, it's a carbon-neutral event – how is that possible? And for all those people in Wales who don't speak English, all of the information is available online in Welsh. Against an inclusive, sustainable background like that, it would be wrong to have one of the competitors rolling down a hill.

So why then are car companies such as Citroen and Volkswagen spending millions to take part, when they must know their efforts are being watched by six people on ITV4 and live by 32 friendless men with questionable hard drives?

Well, Hyundai at least has what it says is an answer. It says the brand is already engaged with sports thanks to its sponsorship of the 2014 FIFA World Cup. Yes, that makes sense. The World Cup is watched by pretty well everyone in the civilised world (not America), so why follow it up with rallying? Isn't that a bit like winning an Oscar for your role as a promiscuous cowboy and then doing a car commercial? Apparently not. Hyundai says, "Motorsport is a perfect home for a car manufacturer." You don't say...

But that brings us back to the problem. Since they banned the short-wheelbase quattros and the fire-spitting Peugeots, rallying has lost its sheen. Nobody who has a life is going to trudge through a wood, at night, to watch a Finn go by in a Polo, no matter how big its rear spoiler might be.

And, on a number of occasions this year, F1 has played to 80,000 people, all of whom had turned up dressed as seats.

Elsewhere, we find rich kids in Lambos and old people in historics and God knows who in MGs whizzing about obscure racetracks at weekends... and nobody is watching. The grandstand at the Croft circuit in Yorkshire is the sort of thing you would normally find on a school sports day.

And yet, in America, they have stadiums that can seat 250,000 and they're packed all the time...

This is because in America the organisers know that motor racing needs to be a show. It's not organised for the benefit of the drivers or the manufacturers'

marketing departments. It's done for the benefit of the crowds. Because ultimately, that's who pays the bills.

We need to explain to the drivers that if they want to be paid to drive quickly around corners, there needs to be less run-off area and a bit more fire. And they need to develop personalities. They need to stop talking about the problems they had with the dirty side of the track,

or with a broken intercom, and shag their teammate's girlfriend. We need some tabloid villains.

And then we get to the cars. What is a Red Bull? Or a Williams? And why would you want to watch someone you've never heard of driving a Citroen up a hill in Wales?

To motivate the masses, we need to see the carmakers' best cars going head to head. Bentley Continentals versus Nissan GT-Rs versus the BMW M6 Gran Coupe. And we want drivers we've heard of, people we can root for and people we can hate. Pit Darcey Bussell in a Lamborghini Aventador against Anton Dec in an Aston Martin V8 Vantage, on a circuit, or in a wood – or better still, in a bit of both – and half the country would turn up. Stick with Miko and Dai in a Citroen, and motorsport is doomed.

020

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Model shown: New C4 Cactus PureTech 82 manual Flair. OTR Price £17,065 (incl. Moonlight Edition styling pack at extra cost of £1,075).





nother F1 season has passed me by. And while I'm happy to rant on about how I don't like it cos it's just a bunch of overly groomed rich kids playing computer games for millions, there is a bit of me,

deep down, that feels like I'm missing out. It's not my fault, though. I blame TV. Not the coverage of the actual races, which is, I'm sure, excellent. No, it goes further back to the time of The Clangers, which is being heralded back in with such an uproar.

Back when the big, rounded TV screen of my childhood bulged with the antics of The Clangers, there was another kids' show that would go on to ruin mine and possibly millions of others' chances of enjoying F1 or any other motorsport.

It was called Why Don't You?, and it was an exercise, I believe, in keeping the masses down and reminded of their place. It was presented by rosycheeked, enthusiastic children in jumpers who would, using a variety of barely intelligible regional accents, sing the virtues of the hobby engaged in by the child or children who were the focus of that week's show.

Essentially, we'd be introduced to some random Herbert who would start, say, in their living room, chuntering on about their life and then go on to show us what they did to fill the time when they weren't at school. These activities would range pretty

"WHAT USE WERE PIGEONS? WHY WOULD YOU BOTHER WASTING YOUR LIFE CLEARING **OUT THEIR POO?"** 

widely, covering whatever the Seventies equivalents of chess-boxing, aquarobics and cake baking were.

I can't remember many examples, apart from one kid who kept pigeons in a 'shed' easily the size of our suburban semi. Even then, as an angelic youngster, I felt a surge of muddy cynicism and resentment at this. What possible use were pigeons? Why would you bother wasting your life away clearing out their poo and heaving sacks of special feed about when they can do nothing for you, not even, according to the TV show, deliver a message? Their only skill was, it seemed, to return home again once you'd gone to all the trouble of driving miles into the Yorkshire countryside in your dad's special lorry to chuck them out. So, why, when I watched this kid in his pigeon shed and his dad's special pigeon lorry, was I paralysed with jealousy?

Suffice it to say, it was pretty galling, watching these kids roam about the place showing how much they knew about horse riding or rafting and how much fun they had doing it, when my spare-time activities were limited to trying to fix my bike's flat tyre using only things I could find around the house. And when I failed in that enterprise - as I always did, an empty cereal packet being a poor

substitute for an inner tube - I sat on the living room carpet in a pile of Lego and watched these kids telling me about their wonderful lives.

My life might have been better TOPGEAR WILL BE **BACK ON BBC2** had it not involved so much time AT 8PM ON 25 JANUARY watching other kids' much better lives on TV. The theme tune ran something to the effect of: "Why don't you stop sitting around watching TV and do something less boring instead?" Well, they should have been grateful that we were sitting around watching TV because that's why they had a job. And as for doing something less boring instead: there was nothing else to do or we wouldn't have been watching the TV, would we?

And it still affects me today. I have addressed many of the shortcomings in my own life - I have an enormous shed now. I don't keep pigeons in it, though I do keep elderly motorcycles which are, if anything, messier and of even less practical use. However, it has left me scarred.

Apart from the kid with the pigeons, the only other specific example I can remember from this show - and it is scorched into my brain and still burns with a white-hot ferocity - was a kid who went go-karting. In fact, no, not just one kid. When it wasn't the kid with the pigeons, it was yet another spoilt little sod whose parents would duly load them and their go-kart into a big van and go off to a racetrack where they would hone the skills they dreamed would one day put them on pole in F1.

My memory may be playing tricks on me here, but it seemed that, week by week, we were introduced to hundreds of these young racers with their matching overalls and special crash helmets. It seemed that nine out of 10 kids must have been go-kart racers. My suburban street was perhaps a social experiment in putting together the only bunch of kids in the UK who didn't spend their weekends tearing around tracks and learning how to tune their

125cc engines in the back of their special trailer. If the pigeon kid gave me a twinge of jealousy, the kids with the go-karts had me writhing on the living-room carpet with envy, dried up and twisted into a piece of living biltong with green eyes. Who on this planet, what actual living being in the real world, actually had a real, functioning, petrol-engined go-kart? Who actually went out each

It blew my mind. Showing us this was as tactful as, well, as a variety of things that I can't say here, but you can fill in the gap yourself. It stayed with me, the seething resentment, and it is, almost certainly, the reason why at nearly 45, I still can't watch an F1 race, or pretty much any other motor race without feeling a faint echo of that early jealousy and impotence. Thank you, doctor, can I get up off the couch now?

weekend to take part in real races in it?





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# JAMES MANAMAN

HOW OFTEN DO YOU BEEP YOUR CAR'S HORN? ONCE A WEEK? ONCE A MONTH? MAYBE YOU SHOULD STOP USING IT ALTOGETHER, SAYS JAMES...

S

o: this bloke walked out right in front of the car, and immediately revealed a serious shortcoming with my BMW i3. You don't hear it coming.

At town speeds, the Car of the Future is virtually silent. Even the tyres don't make a noise, because they're thin and eco and are concerned with higher tasks than merely gripping the surface. If you actually want to run over people, I can recommend the i3. But you'll have to delete that collision-avoidance system, which I'm sure is there exactly because of this sort of thing.

What was I to do? Blow the horn? Didn't really seem right. Obviously, he was ever so slightly a bit of a pillock for walking into the road without looking, but in the end he was a soft, fleshy (and, in this case, slightly pissed) pedestrian, and I was in a car. He didn't really deserve to have a trumpet blown up his bottom.

It then occurred to me that I've never blown the horn on the i3. It might make a noise like the sliding doors on the Starship Enterprise. I found a side street and pressed the button. Parp! It sounded like the horn on a car. How disappointing.

"UNLESS YOU ARE IN AN ORCHESTRA, BRAKING IS USUALLY A BETTER COURSE OF ACTION THAN BLOWING A TRUMPET"

What the i3 needs - what every car needs, really - is some sort of polite town horn, the equivalent of a cough or an ahem, or my mother shouting "I say" out of the window. Tonally, a typical car horn sounds confrontational, and like an admonishment. A bit bugle-like. Bugles are used to rouse armies and send them in to attack, I just want to warn a bloke that he's about to die in the future. I need something like an oboe, or a kazoo. Perhaps Sir Simon Rattle could have a think about this.

Meanwhile, back in the car, I changed lanes, perhaps quite suddenly, but a big coach full of Italian trippers was doing something to my left. There was a decent gap. But the bloke behind leant on his horn for a good 15 seconds or so. Blowing a trumpet at me. How rude.

Now I don't want to sound like the wheel-shufflers at the Institute of Advanced Motorists, but the Highway Code says the horn should be used "only while your vehicle is moving and you need to warn other road users of your presence". Sounds like a reasonable rule.

When, in fact, do you really need to blow your horn? If someone is about to reverse into you, I suppose. What about when the drunk bloke walks into the road? I could "warn him of my presence" or I could just stop, which is a better idea. If I'm blowing the horn, I can't be devoting all my energies to not running over him. Unless you actually are in an orchestra, braking is usually a better course of action than blowing a trumpet.

Really, the horn is a bit like an airbag. It's nice to know it's there, but you don't really want to make use of it. So it's also a bit like the Women's Institute as well. Blowing the horn is something that should happen once or twice in a lifetime,

in those moments when you really can't stop and someone is going to die if they don't leap out of the way in the last yawning instant. Yet people are doing horn all the time.

Let's turn this around. Let's give everyone on foot a trumpet. Now, as you walk around the shops, and people stand in front of you, blow it at the backs of their heads. They blow trumpets at the back of your head as well. Man stands in front of me in the pub, I'll blow my trumpet at him. Taking a bit too long at the cash machine? Someone will blow a trumpet at you. Imagine how annoying this would get. You'd expect to get your face punched pretty quickly, and that's as it should be.

So I'm proposing a system. You have to pay to use the horn. Every car is fitted with something a bit like a household electricity meter from an old film about post-war British misery – A Kind of Loving, maybe. You feed it with fivers, and every fiver allows you to blow the horn once.

Touch the button, and it costs you a fiver.

Every additional second within each horn blow costs another fiver. You can only pay in advance, or your horn is disconnected by Offtoot.

You can use the merry town horn for free. But it hasn't been invented yet.





Official fuel consumption for the Volvo XC60 D4 SE (manual) in MPG (I/100km): Urban 57.6 (4.9), Extra Urban 65.7 (4.3), Combined 62.8 (4.5). CO<sub>2</sub> Emissions 117g/km. MPG figures are obtained from laboratory testing intended for comparisons between vehicles and may not reflect real driving results. Important information: 18's & over, subject to status.



Vehicle must be returned in good condition to avoid further charges. Excess mileage charges 16.56p per mile. Subject to availability at participating dealers for vehicles registered 01/01/15 to 31/03/15. Not available with other promotions. Provided by Lex Autolease Ltd trading as Volvo Car Leasing, SK3 ORB.



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EDITED BY SAM PHILIP

# MEWS

EVERYTHING YOU NEED TO KNOW ABOUT NEW CARS THIS MONTH

NEXT YEAR'S BIG HITS

# 23 reasons to look forward to 2015

New Year's resolution: buy this lot TURN OVER



TOPGEAR.COM - JANUARY 2015

Baggy cloth is

Not really

a no-cost option.

# MGIAREN SPORTS SERIES DUE: AUGUST

It's Woking's most affordable offering yet. It's still really quite expensive

After putting its P1 toe-to-toe with Porsche's 918, 2015 will see McLaren attempt to bloody the nose of the 911 Turbo with its most affordable offering to date: the mid-engined, two-seat Sports Series.

Yes, the car previously known only as P13 finally has a name, albeit a slightly strange one. McLaren explains that the Sports Series moniker covers the entire range, with each car within it the original coupe, then a convertible and other as-yet-unknown variants - getting individual titles.

The hardware is less confusing. The Sports Series range borrows much from big-brother 650S, including a spin-off of McLaren's MonoCell monocoque. Yes, this'll be a carbon-tubbed sports car, albeit wrapped in aluminium panels rather than the carbon-fibre skin of the 650S

twin-turbo V8. That's expected to generate something in the 450-500bhp region, likely a little short of the latest 911 Turbo. That car makes 520bhp, but the Sports Series will be considerably lighter. Power will reach the rear wheels though McLaren's favourite 7spd dual-clutch transmission.

If you're expecting something compact and Cayman-sized, not quite: the Sports Series will be all but identical in dimensions to the 650S. "By the time you've packaged that engine and two people, that's how big it has to be," McLaren CEO Mike Flewitt told TG. "We always make the exterior as small as possible."

Latest word on price is that the Sports Series will clock in at around two-thirds the price of the 650S, putting it somewhere around £130,000 right between that 911 Turbo and Turbo S, but



POWER: 503bhp TOP SPEED: 193mph PRICE: £110,495



911 TURBO S POWER: 553bhp TOP SPEED: 198mph PRICE: £140,900





# 2. HONDA NSX DUE: JANUARY



## After 24 years, the successor to Honda's stellar sports car is here! Nearly. Almost

"The excitement of a 458 at the price of a 911." That's how Honda is pitching the new, hybrid, four-wheel-drive NSX, which finally lands at the Detroit show in January after the longest of waits. As claims go, it's a punchy one.

The 1991 original NSX – still heralded as one of the very best sports car of all time – employed a naturally aspirated V6 driving the rear wheels, but the new powertrain is rather techier. It will see a longitudinally mounted 3.5-litre V6 mated to an electric motor

driving the rear wheels, with a further two electric motors powering the front wheels. That means a total power output over 400bhp with masses of instant torque and brutal traction from what is, in effect, a 4WD torque vectoring system. Watch out, Nissan GT-R.

We're expecting an asking price of around £100,000, which, if you live in the UK at least, is an utterly arbitrary figure. Without even showing a final production car, Honda has already sold its British allocation of 100-odd NSXs. Sorry.

#### THE ORIGINAL



The NSX's 290bhp and 5.0secs 0-62mph sprint might sound modest by today's standards, but in 1990 this reliable, Senna-approved sports car gave the Italian aristocracy a real wake-up call. A game-changer, for Japan's rep and all modern supercars. Rare Type-R version was sublime.

# 3. AUDI **R8**

**DUE:** MARCH

Don't mention the phrase 'difficult second album'

Strange to think that, when Audi launched the original R8 in 2006, many questioned whether a purveyor of staid, worthy German saloons and hatches could deliver a proper mid-engined sports car. So quickly has

car elite that it was never a question of whether, only when, Audi would offer a successor. As the current R8

As the current R8
borrowed heavily from
the Lamborghini Gallardo,
so the next one will share
DNA with Sant'Agata's new
V10 baby, the Huracán.
It'll be a mostly aluminium
construction, with some
carbon-fibre elements.
The R8 is expected to be a
little wider and longer than
the Huracán and should

retain the current car's signature sideblades.

The MkII R8 will initially be offered with the familiar choice of 4.2-litre V8 and 5.2-litre V10 petrols – the latter closely related to the Huracán's powerplant – with an all-electric e-tron version likely to follow. Like the current car, it'll use Audi's familiar quattro tech and a 7spd double-clutch transmission. If it ain't broke...

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MAZDA MX-5

MkIV is even smaller and lighter. That's a lifesize pic above

DUE: MARCH

As hybridisation, turbocharging and dual-clutchery sweep their way through the world of fast cars, Mazda's two-seat sports car remains cheerily traditional in its outlook. The fourth-generation MX-5, though new in pretty much every department, stays true to its roots: low weight, modest power, natural aspiration, honest thrills. A hundred kilos lighter and 10cm shorter, than the car it replaces, the MX-5 will sport a pair of 4cyl, turbo-free petrol engines, of 1.5- and 2.0-litre capacities. Power won't rise greatly above that of the current car: expect the 2.0-litre to send around 165bhp to the rear wheels. Sometimes the simplest ideas remain the best.



PORSCHE CAYMAN GT4
Stuttgart's littlest coupe plans gory fratricide
DUE: MARCH

Lt's long been rumoured Porsche has stymied the performance of its Cayman to prevent the cheaper mid-engined coupe treading on the toes of big brother 911. Well, if the Cayman GT4 comes to fruition, the 911 Carrera had better invest in a set of steel toe-caps. This will be, in effect, the Cayman's answer to the 911 GT3: lighter, harder, fruitier, racier. It's suggested the Cayman GT4 would get a power output in the 380–400bhp region – the Cayman GTS currently makes 335bhp – likely from a tweaked iteration of Porsche's 3.8-litre flat six. Allied to a kerbweight under 1,300kg, that should be enough to cause the 350bhp 911 Carrera some sleepless nights.



VAUXHALL ASTRA
Inspired by the Monza concept
DUE: SEPTEMBER

While the current Astra has a lot going for it, it's handicapped by its size: too big and too heavy. The new one will be shorter and lighter, for better economy, performance and handling, but interior space is, we're told, preserved. The Astra gets Vauxhall's full range of new powertrains: efficient turbo petrols in 1.0, 1.4 and 1.6 sizes, new diesels, and optional twin-clutch transmissions. Vauxhall will also be majoring on connectivity, including a button on every car that connects directly to a concierge and rescue service. Are we waiting for the VXR? Oh yes.



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ALFA ROMEO GIULIA
As cool as the 1962 original?

DUE: JUNE

Giulia will be the first of a new gen of RWD and AWD Alfa cars and crossovers on an Alfa-specific platform claimed to steer well clear of dilution by excess Fiat and Chrysler commonality. The Giulia is made with the express intention of taking on the BMW 3-Series. It will have, we're told by boss Harald Wester, "groundbreaking and distinctly Italian design, 50/50 weight distribution, and unique technical solutions." The four-cylinder engines go up to 350bhp; Alfa is also working on a 500bhp-plus V6, and diesels including a V6.



RENAULT MEGANE
Fourth gen, still shakin' that ass
DUE: SEPTEMBER

Renault wants another helping of the Clio's success, and with the Megane will be pulling the same strings: pretty design and an easy-going nature. It rides on the same modular kit of platform parts as Nissan's Qashqai – and indeed the first Renault in that family will be a mid-size crossover, shown at Geneva. The Megane's engines include downsized exemplars like a 1.2-litre 130bhp petrol and 1.6-litre DCi with twin turbos for 160bhp. But what we really want is a return to form from RenaultSport. After the hatchback comes a related Scenic in early 2016.

# 10. HONDA CIVIC TYPE R DUE: JUNE

After killing its go-faster brand in 2010, Honda revives Type R... for a turbo hot hatch

"The most extreme and high-performing Type R in the 22-year history of the badge." Such is Honda's billing for the new Civic Type R, which, considering that badge's back catalogue includes screamers like the NSX and Integra Type R, is guite some statement.

Higher-performing it may be, but the new Civic won't be as revvy as its predecessors. Like the Ferrari 458's successor, the Civic Type R will, for the first time in the history of the brand, embrace turbocharging in the name of Euro VI emissions. A 2.0-litre 4cyl will pump "more than 276bhp" to the front wheels through a six-speed manual gearbox, giving the Honda punching power to match its big-boy hot-hatch rivals: the Megane RS, Seat Leon Cupra R and Vauxhall Astra VXR. It'll red-line at 7,000rpm, with Honda promising the high-revs responsiveness beloved of Type R faithful.

Honda also promises to have quelled torque-steer, the traditional bane of powerful front-drivers, with technology dubbed Steer Axis, which sees a pair of supporting kingpins supplementing the front suspension. Sounds similar to the Revoknuckle set-up in the last Ford Focus RS to us.

We're told the Civic will get a +R button by its steering wheel. Press it, and the Civic's straitjacket will loosen yet further: engine responsiveness increases, torque-mapping become more aggressive and the steering firms up. Honda is targetting a new FWD Nürburgring record, eclipsing the Megane Trophy-R's 7m54 lap set last summer. Game on.





## VAUXHALL CORSA VXR

Wearers of branded baseball caps, rejoice!

**DUE:** NOVEMBER

The MkV Corsa has only just landed, but already Vauxhall is prepping a hot version to battle the mighty little Ford Fiesta ST. Expect no surprises in the hardware department – best guesses point to a 1.6-litre turbo petrol making 200bhp – but sublime magic can, as that ST proves, rise from the most basic of ingredients. Here's hoping the VXR gets the LSD from the last-gen Corsa Nürburgring Edition...



## MINI **John Cooper Works**

Britain's chiropodists rub hands in glee

**DUE: JANUARY** 

Mini will whip the sheets from the John Cooper Works Mini, which will push the three-door hatch into Golf GTI-bothering territory. A tuned-up version of the Cooper S's 2.0-litre turbo will serve up 231bhp, with a 0-62mph time of 6.1 seconds. Hot Minis have traditionally been entertaining but frantic on all but the smoothest roads. Could the new JCW ride as well as handle?



## NISSAN **PULSAR NISMO**

Hot hatches? Yeah, we used to do those...

**DUE:** DECEMBER

conventional hot hatch. Last autumn, Nissan showed this Nismo Pulsar GTI-R, a concept showing how its strait-laced hatch would look after the attentions of the firm's tuning department. And now it's to become real. No word yet on power: Nissan told TG it was considering the full hot-hatch spectrum, from 200bhp to 300bhp-plus. A vote for the latter, chaps.



## Thought we'd reached 'peak SUV' in 2014? Nowhere near. Get ready for the year of the luxury 4x4

If you desire to drop a lot of cash on a posh SUV, 2015 will offer unprecedented opportunity to lighten your overloaded offshore accounts. In fact, that's the stated aim of Bentley's upcoming luxo-4x4, which shares underpinnings with the next Audi Q7, Volkswagen Touareg and Porsche Cayenne, but dwarfs all in the price stakes.

"We want to solve the problem for all those who want to spend more on an SUV," Bentley marketing boss Kevin Rose told TG, tongue possibly a little in cheek, last year. Which means the big Bentley – name as yet unannounced – will clock in above even a fully loaded long-wheelbase Range Rover, meaning a price tag of more than £140,000.

It'll have the shove to match the sticker. Both the Conti's stonking powerplants – 6.0-litre W12 and 4.0-litre twin-turbo V8 – will make an appearance, with Bentley leaving the door open on both diesel and hybrid power. We're told Crewe is targeting a top speed over 200mph: consider the 527bhp Cayenne Turbo runs out of puff at 173mph, and you'll realise we're talking serious power here.

Bentley assures us the production SUV will look "completely different" to its, um, unmissable EXP 9F concept of 2012. "The front, side, rear and roof have completely changed," we're told, with ex-Lambo man Luc Donkerwolke in charge of styling duties. Not that the EXP 9F dissuaded customers: Bentley took 2,000 pre-orders in the wake of the 2012 concept reveal, and expects to sell 3,500 SUVs annually after the production car lands late in 2014.

Maserati's 4x4 - named Levante - has been similarly long in the pipeline. Born of Fiat's marriage to Chrysler, it was originally slated to share a platform with the Jeep Grand Cherokee and be built at Chrysler's Detroit facility. Now production has moved to Maserati's Turin facility, with the Levante expected to use fewer Jeep bits than first mooted.

We know exactly what'll power it: a trio of turbodiesel V6s, the most potent clocking 345bhp, along with a pair of turbo V6 petrols in 245bhp and 414bhp flavours, and a QP-borrowed twin-turbo V8 making at least 550bhp. Maser reckons the Levante could help its annual sales rise past 50,000. In 2013, the brand sold 13,400 cars. Ambitious.



Bentley's 2012 SUV concept turned heads and stomachs. The EXP9 F's face has been revised for production, the headlights moving from a vertical to more traditional horizontal set-up.



## 6 ALFA ROMEO **4C SPIDER**

Beautiful and intriguing it may be, but the 4C coupe hasn't, to date, lived up to its promise in the actually-driving-thething department. The Spider could help remedy all that. For a start, it's only

60kg heavier than the hard-top, that carbon-fibre monocoque barely needing modification for cabrio duty. That super-stiff tub also means the 237bhp, RWD Spider should be no more wobbly than the

definitely-not-at-all-wobbly 4C coupe, while a dose of extra noise won't hurt the experience, either. Now, if Alfa can only do something about the 4C's to-date crunching ride, this one could be a winner...

TOPGEAR.COM → JANUARY 2015 035



If you wanted a posterboy for alt energy going mainstream, you won't find one much more striking than Tesla's Model X: an all-electric SUV that'll seat seven and outpace an Aston DB9 to 60mph.

It shares around 60 per cent of its architecture with the all-electric Model S saloon, and will be offered with two battery options: a 60kWh or 85kWh pack. The former should provide a range of 210 miles, with the latter able to go 60 miles further. The Model X will weigh in at just under two tonnes.

Not light, but mighty rapid: with an electric motor in each wheel, the Model X will do O-60mph in 4.4 seconds, and should offer monster traction on any surface. Far more importantly, it boasts an glitzy set of 'falcon' doors at the rear. "Because we don't have to package a traditional internal combustion engine powertrain, we have available to us much more packaging opportunities," explains Tesla boss Elon Musk. With no engine up front, that space is employed as a boot, allowing Tesla to squeeze an extra pair of occasional chairs



in the very rear of the Model X. First deliveries reach Americans in the autumn. Sorry, fall.

2015 might also be the year hydrogen's promise becomes reality. In September, Toyota will launch the Mirai, a hydrogen fuel-cell Prius cousin that promises 300 miles of range on a tank of the pressurised gas, with local emissions of only water. Not only will it manage 111mph, not only can it be refuelled in just a couple of minutes, but it'll also even supply your house with clean electricity while parked on your driveway.

Not to be outdone, Honda will unveil the production version of its FCV, the real-world iteration of the hydrogen saloon-thing that so impressed Captain Slow. Set to launch in Japan and Europe, it can apparently manage 435 miles on a fill-up, that fuel-cell powertrain 33 per cent more compact and 60 per cent more efficient than Honda's last-gen hydrogen stack.

The issue with hydrogen fuel cells remains, of course, the infrastructure required to refuel, infrastructure unlikely to develop at pace until demand increases. Chicken, meet egg...

#### 23 CARS TO LOOK FORWARD TO IN 2015



#### 20. FORD **EDGE** Due: Sept

Time to party like an American soccer mom

Ford's peddled the Edge - a full-fat SUV - in the States for nearly a decade. But this all-new, Mondeo-based version has been conceived as a global car, and will reach our shores with diesel power. And even a manual 'box, no less.



#### 21. INFINITI **Q30 due**: nov

Infiniti? They supply, um, broadband, right?

A rival for the Merc A-Class and GLA – in fact, it's based on the very same platform and will borrow plenty of M-B engineering – the Q30 hatch-crossover will be the smallest car yet from Posh Nissan. Question is, will anyone notice?



#### 22. VOLVO XC90 DUE: FEB

Sweden's got its pine-panelled mojo back

Debuting Volvo's all-new modular platform, this smart-looking seven-seater promises a fresh new dawn for the oncebeleaguered Swedes. Engine options include a 400bhp petrolelectric hybrid dubbed 'T8'. Good.



#### 23. JAGUAR XE DUE: JAN

Stick that in your pipe and smoke it, Germans

The 3-Series fighter is nearly here, with prices starting at £27k for the 197bhp turbo petrol. No supercharged V8 R version to start: the most potent launch engine is a 335bhp V6, while a base diesel manages an official 75mpg.

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#### N 65° 19' 6.7" - W 137° 20' 14"

#### SEVERAL DAYS' WALK FROM ANY TRACE OF MANKIND

Suffused with the pioneering spirit of the far North and the epic journeys of sled dogs across the frozen expanse of the Arctic, the TUDOR Heritage Ranger is the reinterpretation of a classic, a fusion of sophistication with the demands of an untamed environment. The epitome of functionality, its bund strap, satin-smooth finish and understated dial are just some of the features through which the modern city dweller can glimpse a mythical bygone world. And hear the call of the wild.

#### TUDOR HERITAGE RANGER

Self-winding mechanical movement, waterproof to 150 m, steel case 41 mm. Visit tudorwatch.com and explore more.



#### NEWS



#### **ALTERNATIVE PROPULSION**

# Fuel cells and hybrids – what does the future hold for them?

ve just dug out from my hard drive a feature written by the young (own hair and teeth!) Paul Horrell in 1996. It's about going to Berlin to drive the Mercedes-Benz NECAR 2. A fuel-cell car. Well, a fuel-cell V-Class minibus actually, because they couldn't fit the gubbins into a car. And it was rocking the rucksack aesthetic of a camper van, because the hydrogen tanks had to be mounted in a glass-fibre blister on the roof. But

Mercedes people were confident they could shrink the system (and they did, fitting it into an A-Class the following year) and shrink its cost too. Which they needed to because, at the time, the system was 500 times as dear as a petrol engine.

The then-boss of Mercedes told me that fuel-cell cars would be common within about 15 years. Well, 2011 came and went, and I think we can all agree his prediction was hopelessly optimistic. Point of fact, most years since then, I've had a go in yet another fuel-cell prototype from GM or Honda or Toyota, and each time been told mass production is "about 15 years away". Which, right now, would put this receding mirage at 2030.

I say all this because I don't want to be seen as a sucker. But, even so, I'm going to declare 2015 as the year of alternative powertrain, with fuel cells in the running at last. Toyota is introducing its Mirai, an all-new fuel-cell car, in Japan this year and Europe next. Honda will launch an all-new rival, the FCEV. I drove its predecessor, the FCX Clarity: it wasn't a concept but a production car, fully homologated for road use. Yet despite the ringing endorsement of my friend and colleague James May on the telly, Honda built fewer than 100 examples. Which makes it four times as rare as a Ferrari Enzo. Small wonder, then, that Hyundai, the third manufacturer of a 2015 production fuel-cell car, has taken the cheaper way out and based its iX35 Hydrogen on a normal car from its range. You can guess which.

Talking of small numbers, over the past year in Britain about 12,000 electric cars were sold, both plug-in hybrids and pure EVs – less than 0.05 per cent of total cars sold here. This year it's likely to be more, although the most compelling reason to own one isn't saving the world, but saving tax. The VW Group is in the vanguard, with the plug-in hybrid VW Golf GTE, Audi A3 e-tron, Porsche Cayenne PHEV and more. BMW, having proved the tech with the i8, will have the X5 eDrive to rival that Cayenne, and a 3-Series to follow. Volvo will do the same



"I'm going to declare 2015 as the year of alternative powertrain"

with its new XC90, but it'll be positing that as a performancebooster as well as an economy measure – despite having a four-cylinder engine, the badge says T8.

If all that sounds a bit complicated, try to wrap your mind around the idea of an SUV with seven seats, and a 0–60 time under five seconds, which happens to have full-electric drive and, er, gullwing rear doors. Obviously the product of a primary-school homework project, a Swiss tuner's motorshow headline-grab or just a chemically induced hallucination. None of the above. It's the Tesla Model X, and given that firm's record, it's clearly going to happen. I do sometimes wonder why no start-up company hasn't magically appeared with a fuel-cell car and shown the existing global industry what a bunch of foot-draggers they are, in the way Tesla did for electric cars. Actually, I'd have been perfectly happy with a new entrant that was as transformative with petrol engines.

Confused by all this propulsion jiggery-pokery? To take us through it, many thanks to a recent announcement from Mercedes. It's not just renaming most of its cars (SLK becomes SLC, ML becomes GLE, etc) but also the drivetrain suffixes. BlueTEC HYBRID becomes merely h, and PLUG-IN HYBRID contracts to e. Probably for environmental reasons: the old boot badges were causing catastrophic vehicle weight increases and dangerously depleting the planet's reserves of chromium.





038

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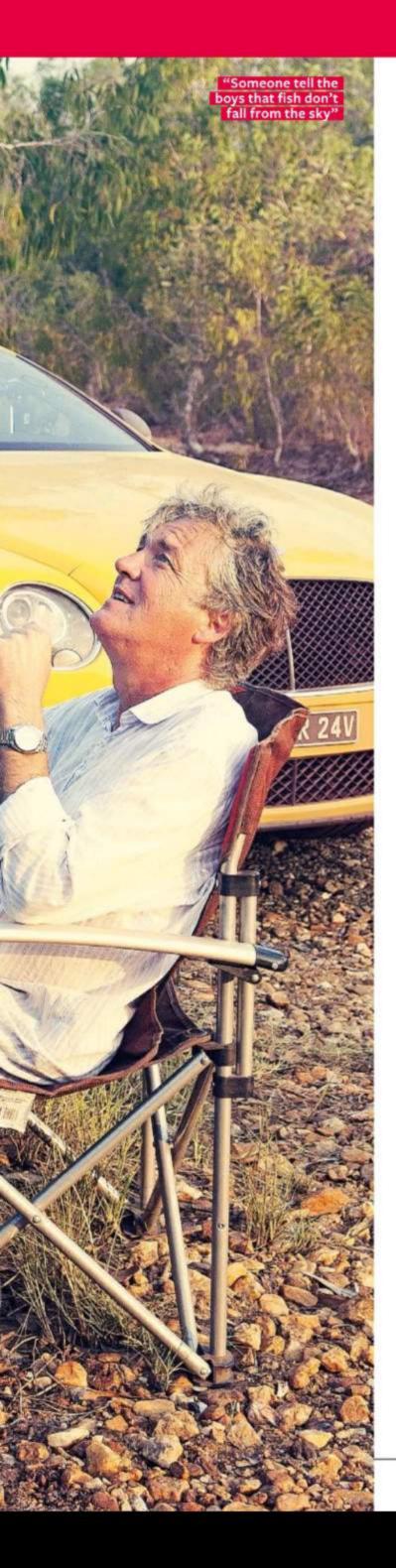
# TOPGEAR TOPGEAR

EDITED BY DAN READ



TOPGEAR.COM → JANUARY 2015 043







W

ell, what a quiet year it's been. No sparking fury in the papers, no bollockings from BBC managers in the *Doctor Who* room at W1A, no stones thrown at us... Honestly, for the

past 12 months, life has been like one long spa treatment, a never-ending facial and pedicure with background dolphin music.

During this serene period, we managed to get together a jolly Christmas Special, which hopefully you'll have seen, and now, from late January onwards, comes the rest of our efforts. The first thing regular viewers will notice particularly if you got a calendar for Christmas - is that there are 10 episodes in this run. Add in the two-part Special, and you'll notice particularly if you got a calculator for Christmas - that the total comes to 12, so it's the full complement of hours that we normally do, just rolled into one long period. You'll also notice particularly if you got a telly for Christmas - that we've been very busy doing this, that and the other in our little motoring world. For starters, our passports have acquired quite a few stamps.

We've been to the Northern Territories for some outback action, mainly because so many viewers have written in asking if a Bentley Continental is any good for herding cattle. Then we went to Canada – to the wilds of British Columbia, if I'm not mistaken – for some real *Bourne Legacy* action. Richard Hammond was in the Jeremy Renner role of stubble-faced man against the elements, having to survive for days with nothing but the contents of the Argos catalogue's Outdoor Living section, while his best friends Jeremy and James tried to summon up the enthusiasm to rescue him. Then it was off to Saint Petersburg for a four-way race across the city – a sequel, if you like, to the Race Across London we did a few years ago. (Don't forget to watch them in order on Dave.)

The rest of the shooting took place in Blighty, where we've tried to spend the money on ambitious feats of *TopGear* engineering and taking sideways looks – I've always wanted to use that phrase – at cars we love and love to not love. If I'm not careful, I'm just going to rabbit on and repeat everything that's been written over the next few pages, so I'll say no more about the films other than I hope you enjoy them.

#### "We've spent money on ambitious feats of *TopGear* engineering"

And Will

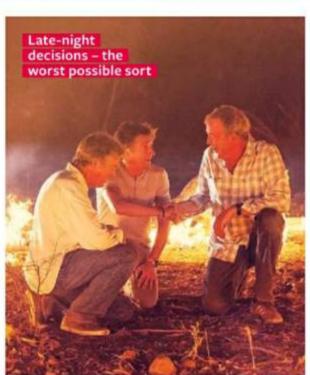
ANDY WILMAN EXECUTIVE PRODUCER

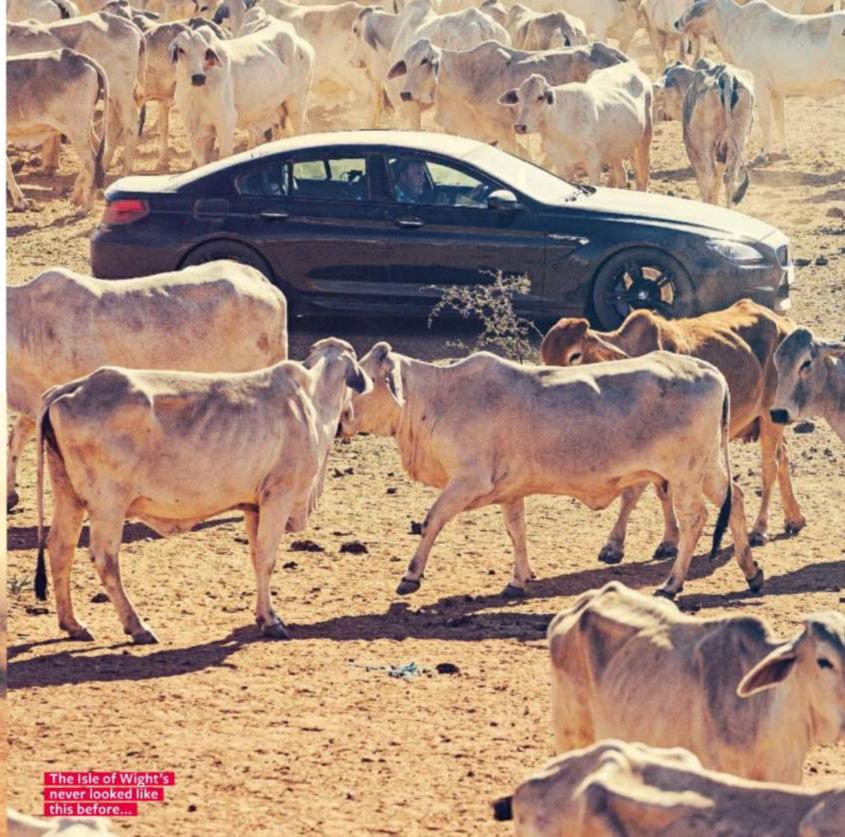


#### WE COME FROM A GRAND (TOURER) DOWN UNDER

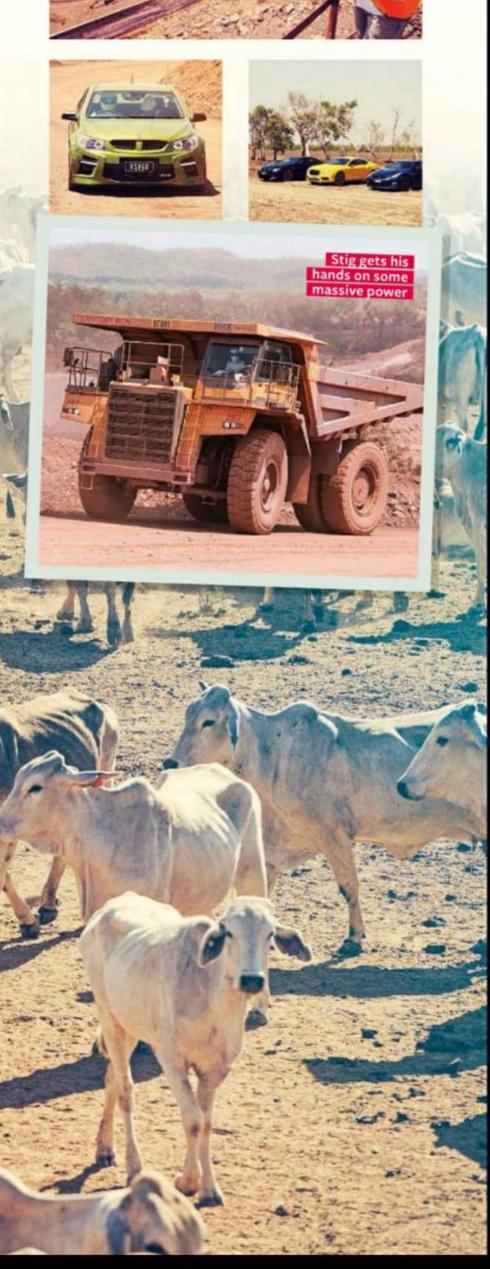
TopGear has taken decrepit old cars all over the world, from Bolivia and Botswana to Bristol and just outside of Bristol. The most remarkable thing about these endeavours was that, despite the abuse thrown at them, the knackered old cars generally kept going. But then they would, given they are largely simple and mechanical. But what about the cars of today with their complex electronics and computer radar-guided Bluetooth massaging seats? How would they get on in a harsh, dusty environment? To find out,

Jeremy, Richard and James were told to pick a brand new GT car each and assemble in one of the toughest places on Earth, a place where General Motors once fetched up with a Euro-spec prototype and promptly went back to the drawing board when outback roads made it snap in half. We're talking of course about Australia. And specifically the Northern Territories, where the boys engage in a classic adventure containing the four Cs: crocodiles, camping, cows and concealed Stig.









#### THE V STANDS FOR VALUE

SUV-type cars are very fashionable these days. They're also rather expensive. A Range Rover Evoque, for example, will easily set you back £30,000, and that's before you go mad with the options. But what if you fancied a trendy sports-utility vehicle for less? A lot, lot less. Armed with just a few hundred pounds, the presenters were each told to buy a serviceable, roadworthy 4x4 and then report to TopGear's top-secret SUV testing centre for a series of challenges to see who had got the best deal for a really quite staggeringly small amount of money.



#### FRENCH FANCIES

Top Gear believes there are several carmakers who can be considered truly great. Ferrari, for example. Or Lancia. Or, for that matter, Jaguar. But in this series, Jeremy and James pay tribute to perhaps the most brilliant and innovative carmaker in history: Peugeot. It's not always been a carmaker. of course. Over time it's been a producer of munitions, bicycles, coffee grinders and ladies' underwear, making Peugeot not just brilliant and innovative but also quite indecisive. Over the course of their eulogy, Clarkson and May look into this bizarre history, drive some of the firm's greatest cars, buy their own pair of Peugeots and reveal top-secret details of the incredible business meeting that led to the company's most ingenious decision to date.







#### NEE NORR NEE NORR

We're all familiar with ambulances. They're big, they're noisy and they're usually glorified vans driven by blokes called Josh in green overalls. At least, that's what Casualty would have us all believe. But what the TopGear presenters would have you believe is that these emergency vehicles could be better, so Jeremy, James and Richard asked if they could reinvent the ambulance to make it vastly more effective. "Alright," said the producers, "go ahead and prove it." So the three did. Or at least tried to. Predictably, Jeremy's idea of improving ambulances revolved almost entirely around greater speed, whereas James's was based on enhanced comfort and a soothing environment. Most ingeniously, Richard decided to embark on a mission to get people out of the way more effectively. The results are remarkable. As long as you remember that the word 'remarkable' was also used to describe Pastor Maldonado's 2014 F1 season and the Hindenburg disaster.

TOP POB SIT FROM SIT



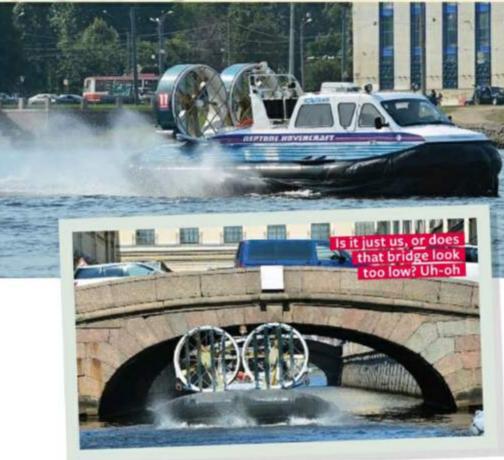


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#### RUSHING THROUGH RUSSIA

A few series ago, TopGear engaged in a dramatic Race Across London between a car, a bicycle, a boat and a Stig on public transport. The bike won and the car came bang last, not least because this was James's department, and he foolishly chose an enormous Mercedes ML 4x4 in which to negotiate London's narrow and often congested streets. For a car show, this result didn't go down well. But, worry not, because few realise that TopGear is engaged in a very slow but extremely thorough project to find the fastest way across every single city in the world... a mere seven years after the Race Across London, we move on, naturally enough, to Saint Petersburg. Better yet, this time May is not going to make the same mistake, because his weapon of choice is a teeny tiny Renault Twizy. He's not the only one to have revised his mode of transport, however, since Jeremy has also made a little tweak to his water transport. Quite a noisy and possibly idiotic tweak, as it turns out. This item also contains some light stunt work from Richard Hammond.

"Seven years after the Race Across London, we move on to St Petersburg"



#### ABSOLUTELY CLASSIC

If you spend any time poking around the inky corners of the internet, you might have noticed that classic cars are going up in value. Real gems like Lamborghini Countachs and Mercedes SLs are already soaring out of reach of mere mortals, but what about more modest and affordable sports cars like old MGs. Fiats and Peugeots? Should you grab one now before they become worth eleventy trillion quid at auction? In the interests of the real-world consumer reporting for which Top Gear rightly isn't known, the three presenters were told to grab an affordable classic each and then live with it in the manner of those who enjoy such things. That is to say, driving it a bit. But mostly not driving it at all because you're either in a pub with like-minded souls drinking a half of brown beer and talking about gearboxes or lying underneath your pride and joy as you dismantle one of the wheel bearings with your teeth. As you might imagine, Richard and James enjoyed this item quite a lot. Jeremy, not so much.





#### FISH & COMPUTER CHIPS

The new BMW M3 sounds like a fine thing, what with its 425 horsepower, twin-turbo straight-six and rear-wheel drive. But it's not the only sporty BMW to come out in recent times. There's also a new and rather radical coupe that looks like something from German science fiction (the most precise of all science fictions) and it's called the i8. Under the forward-looking skin is some equally forward-looking engineering, with a hybrid system that pairs a tiny petrol engine to an electric motor to make a total of 357 horsepower and yet fewer emissions in town than a Prius. This all sounds very promising, but is it any good? Is it, in fact, better than the new M3? Well, to find out, Jeremy has a brief and exciting thrash around the track in the purely petrol car and then switches to the one running on electro-witchcraftery for a trip up the A1 in search of Yorkshire's finest fish and chips. When he finds them, however, he's got a tricky decision to make. And it's not about whether he wants salt and vinegar.







#### FRANKLY MY DEAR, HE DOESN'T GIVE A DAM

When, in the Forties, Rover bosses used a stick in the wet sand of a Welsh beach to crudely sketch their plans for a 4x4, they could barely have imagined the same basic idea would remain in production some 66 years later. But it is, conquering continents and attracting celebrity owners as diverse as the Queen, Fidel Castro and Bill Murray along the way. There's bad news on the Land Rover front, however, because 2015 is the Defender's last year of production, after which fiendish regulations will finally kill it off. But not before *TopGear* has paid tribute to a legendary machine that's as much a fixture of the countryside as electricity pylons and cow poo. Your guide for this canter through the life of an automotive icon is Richard Hammond, and his idea of a fitting tribute is to drive it straight up a dam. As you do.







To find out, *TopGear* gave Richard Hammond just such a watch and then dumped him in the frozen wastes of Canada. Now, normally when you pull the pin on these gadgets, it triggers a complex and well-rehearsed sequence of events

which will see you saved from your fate by

burly men with soup and blankets. Sadly for Hammond, the usual system had been stood down for this test and he was not getting any of that. In fact, he was getting pretty much the opposite: Jeremy Clarkson and James May. And they had decided to mount their *Thunderbirds*-style rescue mission in some locally sourced pickup trucks. What could possibly go wrong?

Porsche: going sideways since 1948

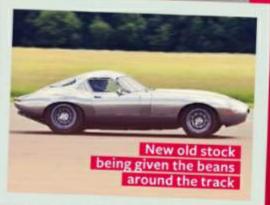
#### POWEEEE

CARS GO QUICKLY AROUND
THE TOPGEAR TRACK

No series of *TopGear* would be complete without a snorting, shiny roster of exciting cars being tested at the track and then handed to The Stig for a brisk and unspeaking lap against the clock. In this run of programmes, cars to enjoy this treatment include the Mercedes-AMG GT, the Lamborghini Huracán, the Eagle Low Drag GT, the Jaguar F-Type R, the Porsche Cayman GTS, the Corvette Stingray and the Lexus RC F.









James, not looking very impressed with the blizzard conditions

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OUR MYSTERIOUS AGONY UNCLE HELPS TO SOLVE YOUR DILEMMAS. SORRY IF HE GETS A BIT GRUMPY

FOR

TG...

UNCLE

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#### PLANET / ASK UNGLE TOPGEAR

#### Dear Uncle TG

I like the look of the Suzuki Swift Sport. What do you think? Rob, London

I think your eyes are working perfectly.

#### Dear Uncle TG

I need some new tyres for my Seat Ibiza. What would you recommend? TE, St Andrews

Round ones.

#### **Dear Uncle TG**

I was recently told my car needed a new 'cam belt' and the garage says if I don't replace it, it will snap. What will happen if the 'cam belt' breaks?

Clo, by email

Your car's cam trousers will fall down.

#### Dear Uncle TG

I'm recently retired and looking to treat myself to a sporty two-seater, ideally with a soft-top and a boot that can take my golf clubs. Do you have one or two suggestions?

Martin, by email

I do indeed have precisely two suggestions: 1) Jaguar F-Type. 2) Stop playing golf.

#### Dear Uncle TG

Mercedes Sprinter?

Marmite hat? Your turn. I love this game.



Alfa Romeo. Any thoughts? Is it time to visit my local Alfa dealer?

Ginny, by email

You hear messages telling you to purchase large items and you believe they are coming from your heart? Sounds more like it's time to visit your local psychiatrist.

#### Dear Uncle TG

I keep reading about car companies' attempts to put more 'smartphone' features into our cars. Surely what they should be aiming for is FEWER distractions, not more. I have no interest in 'Facebook' or such like and do not want my fellow road users to be reading it as they drive towards me.

Peter, Surrey

My great-uncle Rex had a face book. He was arrested soon afterwards.

Inner voices? Ma we suggest a visit

to a therapist...

053

#### Dear Uncle TG

Can you sum up the difference between understeer and oversteer in plain and simple terms?

RF, by email

Understeer: Aaaaaaaaaaauuuuoooooogh. Oversteer: Ooooooooouuuuuaaaaaaagh.

#### Dear Uncle TG

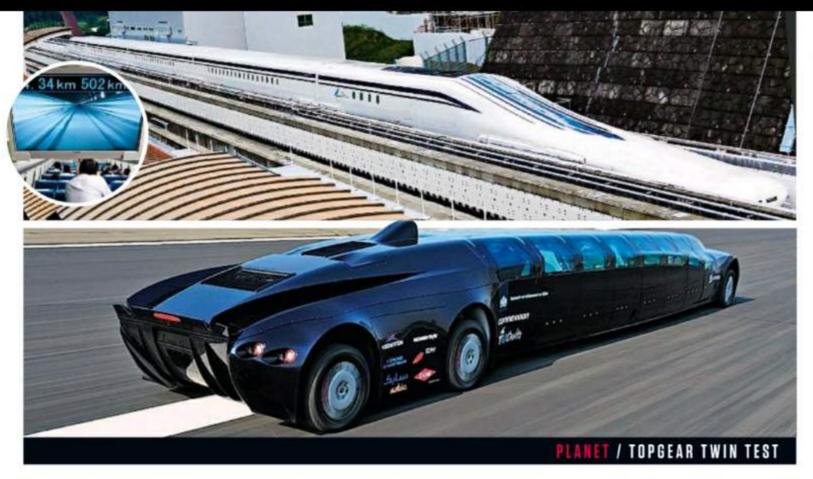
I have recently bought a Kia Cee'd which I'm happy with, except for one thing. It has buttons all over the steering wheel and I don't like them. Is there a solution?

Jane, by email

Yes. Simply remove the steering wheel.

Billy, Essex wanting a sports car

TOPGEAR COM - JANUARY 2015



#### LO Series Shinkansen vs The Superbus

ONE IS JAPANESE AND HOVERS, THE OTHER IS DUTCH AND STRETCHY. PLIBLIC TRANSPORT HAS NEVER BEEN MORE ACCEPTABLE...

	PUBLIC TRAINSPORT	HAS INEVER BEEN I	MORE ACCEPTABLE
The LO (L-Zero) is a high- speed, levitating train, currently testing on the new Chuo Shinkansen railway between Tokyo and Osaka		WHAT IS IT?	The world's fastest bus. Developed by a university team in the Netherlands, led by a Dutch astronaut and a former BMW Williams aerodynamicist
The magnets in the train repel the ones in the rails (and vice versa), meaning the carriages float above the tracks for fast and frictionless motion  Electromagnetic propulsion  Just don't touch the rails, OK?		TELL ME MORE	Unfortunately the astronaut, Professor Wubbo Ockels, didn't live to see his dream come true. So its future looks a little dodgy, much like the bus's face
		ENGINE	Electric motors
		POWER	400kW
	311mph	CRUISING SPEED	155mph
	16 carriages	LENGTH	15 metres
	1,000	PASSENGERS	23
	2027	LAUNCH DATE	2015. Probably
	Leaves on the line? Who cares!	FOR	A bus that doesn't smell of vomit

VERDICT

AGAINST

The train is perfect for rapidly traversing vast swathes of land, so long as that land is in Japan. Otherwise, you're on the bus... if it ever turns up.

#### PRICED CAR

This month: Eddie Murphy and Paige Butcher

Car: Rolls-Royce Wraith

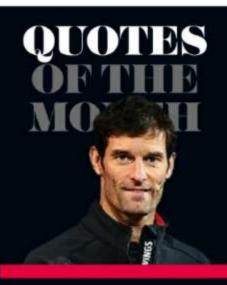
Verdict: They say nobody walks anywhere in LA, except from car to curb. A distance of about six feet, in this case. What would the Beverly Hills Cop make of this parking?

Looks like a roadkill platypus

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You try getting it around a hairpin...



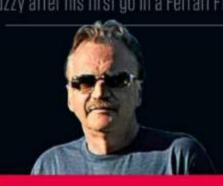
"I'm quite sore this morning, am pretty bruised and have got a stinking headache. I've got no recollection of the accident"

after a massive crash at the Brazilian round of the WEC



"There are a lot of fairytales about Ferrari and how it feels to drive a red car. I can confirm these fairytales"

ASTIAN VETTEL gets all warm and fuzzy after his first go in a Ferrari F1 car



"I could have bought a really good Ferrari for the money, but I decided I really wanted the plate and I wasn't going to stop bidding on it"

No buyer's remorse for Ferrari collector JOHN COLLINS, who paid a record-breaking £518,480 for the

record-breaking £518,480 for the numberplate '25 0' at a DVLA auction £



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A VOICE OF REASON IN THE LAND OF THE FREE PART 6: WHO OWNS WHOM

#### PLANET / ONLY IN AMERICA

W

#### ith all the takeovers, closures and mergers, I can't keep up with the car industry. Who owns what, and what do they make?

Yep, there has been a stack of changes to the US auto landscape in the past few years. But the good news is that it's much easier to sort out now.

Between 1900 and 1930, there were 1,800 US carmakers.

Today, there are just 13 making cars in the USA.

#### OK, so who are they?

In no particular order: General Motors, Fiat Chrysler, Ford, Toyota, Nissan, Honda, Hyundai-Kia, BMW, Mercedes-Benz, Mazda, Mitsubishi, VW and Subaru.

#### And aren't they split into various other brands?

Yes. Let's start with GM, which includes Buick, which shares a lot of Vauxhall and Opel models; Cadillac; Chevrolet, which makes everything from the mini Spark to the stomping Corvette Stingray Z06; and GMC, which is a pickup and SUV maker. The GM stable also used to include Oldsmobile, Pontiac, Saturn, Hummer and Saab, all of which have now died or moved on.

#### GM owns all those brands? I could've sworn some of those belonged to other car companies...

These brands have only ever been independent or owned by GM. The company did have affiliations with other carmakers that might be confusing you. In the past, it has worked with Fiat, Fuji Heavy Industries (Subaru's parent company), PSA and Suzuki. Can I continue now?

#### Yes, please do...

OK, there's been lots of change at Fiat Chrysler. As the name suggests, the two companies have merged. Starting with the US nameplates, there's Chrysler, which makes the more upmarket cars and minivans; Dodge, which makes the sporty ones like the Viper and now, once



again, looks after SRT models; Jeep, maker of all things rugged; Ram, the pickup and beyond truck maker; plus Fiat, Alfa Romeo, Maserati and Ferrari.

#### Any brand deaths in that family recently?

Despite all the massive upheavals in its structure, the only one to fall off recently has been Lancia. And that might be just sleeping. Plymouth was probably the last one you might have heard of to disappear, in 2001. But there's chat that even that might reappear.

#### What about Ford?

The answer a few years ago would have been much longer, as FMC owned a string of luxury brands: Volvo, Aston Martin, Jaguar and Land Rover. Plus it had deep relations with Mazda. Today, following ex-CEO Mulally's

## "Today, Ford Motor Company only has Ford and Lincoln"

winnowing down of the company, there's just Ford, which makes everything from the Fiesta all the way to the gargantuan F-650 pickup truck. And Lincoln, which currently makes posh versions of existing Ford models, but has big ideas ahead of it. Mercury was the last brand in the Ford family to get the bullet.

#### OK, now tell me about the Japanese brands...

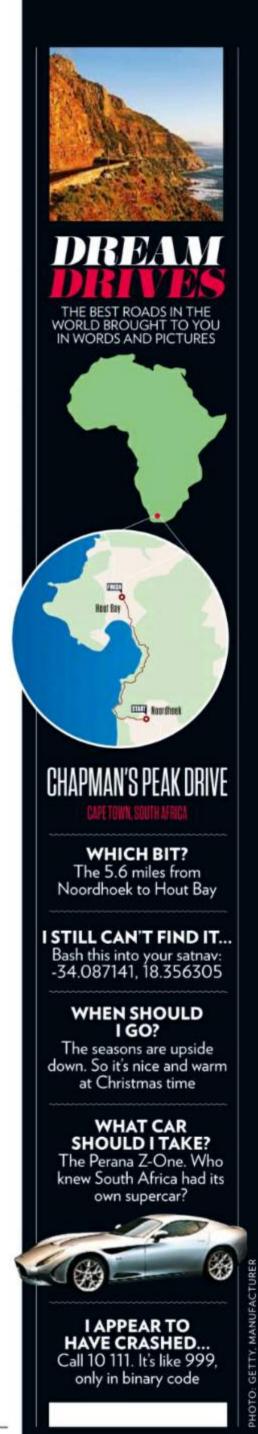
Sure. Toyota makes trucks – the Tundra and Tacoma, plus SUVs – Sequoia, Sienna and Highlander, cars such as the Camry, Avalon and Venza. It also sells the Scion range of millennial pleasers, such as the boxy xB and the FR-S (our GT86). No real surprises at Nissan, other than some dull small cars and the odd MPV, none of which appeals on any level other than price.

#### What about at Honda - it owns Acura, right?

Right. The main difference at Honda is the Acura range, which is to Honda what Lexus is to Toyota and Infiniti is to Nissan. This near-luxury arm of the company sells poshed-up versions of regular Hondas, all with names ending in X – ILX, RLX, RDX, MDX, NSX, etc. Mitsubishi does nothing interesting at the moment. Subaru, which sells more than 500,000 cars a year in the US, compared with around 8k in the UK, builds Outbacks, Legacys and boggo Imprezas.

#### And the German brands?

Another story altogether. We'll cover them another time.



Ubt





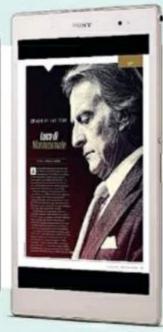


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### From the TG archive

**EVERY JOURNEY BEGINS WITH** A SINGLE STEP. EVEN 1,000MPH CARS COME FROM SHEDS...

1. WHO

2. WHAT

Thrust 1

3. WHERE

4. WHEN

1977

Richard Noble

Gloucestershire

WORDS: DAN READ IMAGE: R. NOBLE

n 1952, Englishman John Cobb passed 200mph in his speedboat on Loch Ness. Shortly afterwards, at around 210mph, his

front plane crashed and it was all over.

Beforehand, a five-year-old Richard Noble had seen the boat moored beside a pier on the loch. Just seeing it bobbing on the water was enough to give him the speed bug, and explains why, 24 years later, he sold his Triumph TR6 and bought a Rolls-Royce jet engine. At the same time, he found an old truck chassis and put the two together in a London lock-up using Black & Decker tools.

He called his creation Thrust 1 and, in

1977, after a few slowish shakedowns, took it to RAF Fairford for a proper airing. It was a rather crude contraption, and Noble had little experience of racing - or engineering, for that matter. With the engine shrieking behind him, he held the car on the brakes while it shuddered and strained, before releasing it down the runway.

For a short time everything went well. But at 140mph a wheel bearing seized, and his attempt was cut short. The car flipped over, rolled three times in the air and landed on its side. The jet pipe broke loose, and the rest of the car was thoroughly crumpled. Noble was shaken but OK (he'd even managed to shut off the engine while upside down in the air).

So he climbed out and went to the pub. He later sold the wreckage to a scrap dealer and put the £175 towards another jet engine. He also met an engineer by the name of John Ackroyd, and the two men began work on Thrust 1's successor. Six hard years later, this time at the Black Rock Desert in Nevada, Noble installed himself in Thrust 2.

The rest is history. With an average speed of 633mph, Noble became the fastest man on Earth. He went on to build Thrust SSC, which Andy Green piloted to 763mph in 1997. And today he's the man behind Bloodhound SSC, which Green will attempt to drive at 1,000mph in South Africa in 2016. All thanks to a Triumph TR6 and a few power drills...

NEXT MONTH: THE FIRST PRESIDENTIAL MOTORCADE



#### ON THE PODIUM



#### DARIO FRANCHITTI Receives MBE for services to motor racing



IAN CALLUM First car designer since Giugiaro to win Minerva medal for design



#### **HAN YUE** Sets record for parallel parking in gap just 8cm longer than car

#### IN THE POINTS



#### LOTUS F1 TEAM

Jumps vast truck over moving Formula One car



#### NOTTINGHAM

Car parks illegally on tramline. Bystanders pick it up and move it



#### MANUTD

Pays to resurface training ground track after players ruin their alloys

#### IN THE PITS



#### **DRUNK MAN**

Drives Stang up Golden Gate Bridge footpath. Gets wedged



#### **TEXAN MAN**

Crashes McLaren P1 a day after buying it. Blame the boost



#### ROBBERS

Block motorway to steal armoured van. Van drives around blockade



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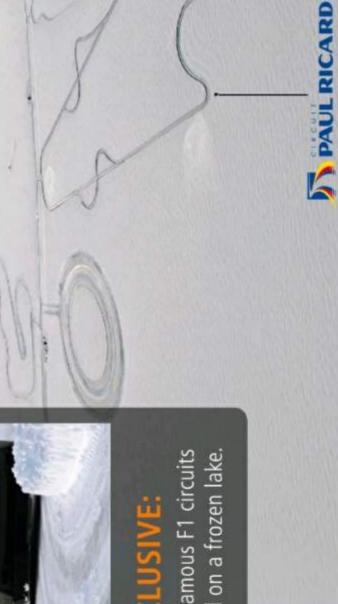
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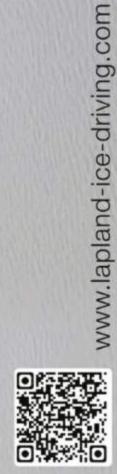


SILVERSTONE

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the most famous F1 circuits reproduced on a frozen lake.



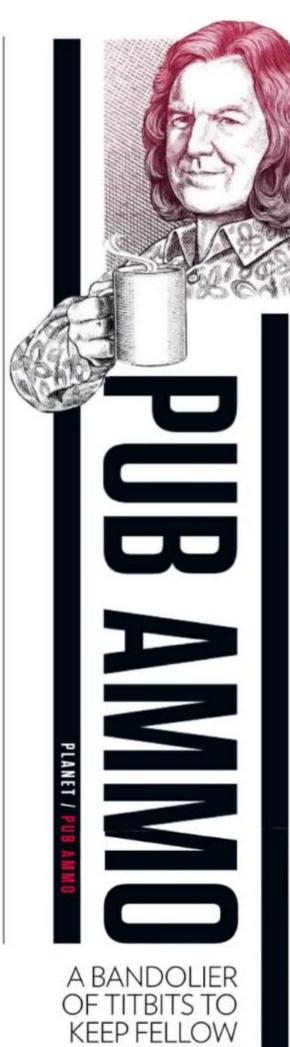


FOUR-TIME WTCC CHAMPION

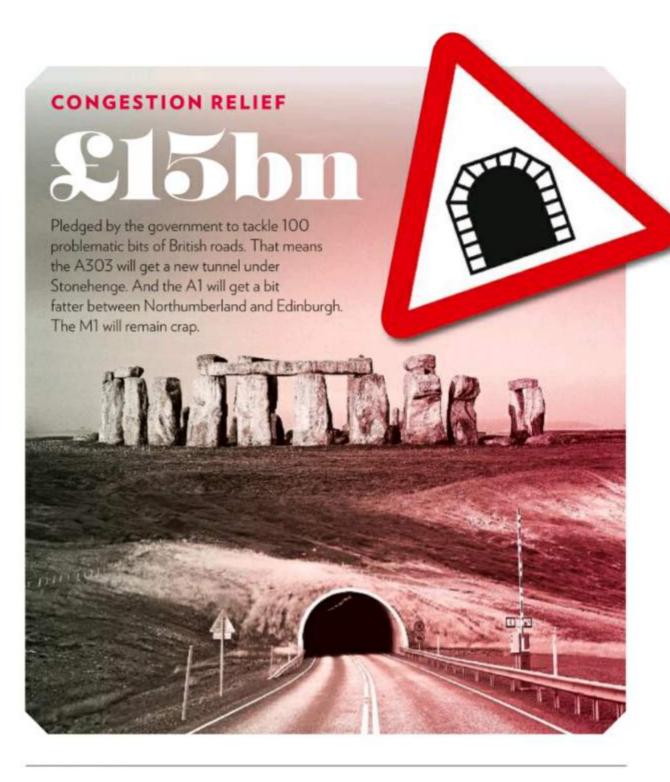
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Figure Agent Registration number: MID9113-0005 Credit photo LID 61 Photosporn — Octobre 2014



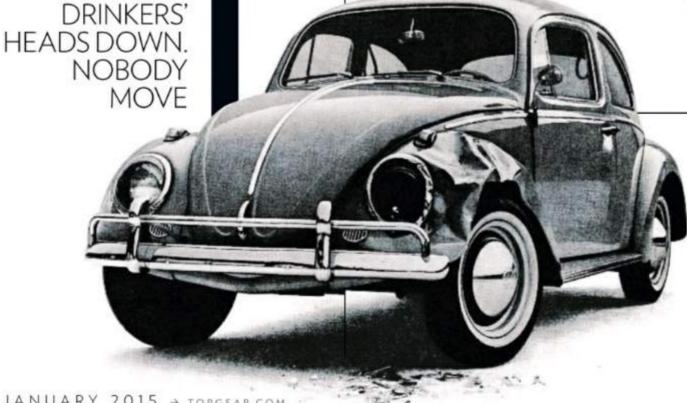
ames May's



#### THE BOSS WILL SEE YOU NOW

In NASCAR racing, the Oval Office refers not to a room in the White House, but rather to the mobile command truck in the middle of the track, where drivers are summoned and reprimanded for punching each other's brains out after driving around in circles for a while.





#### HERBIE RIDES AGAIN

Uruguayan president José Mujica was recently offered \$1m for his scruffy old Volkswagen Beetle by an Arab sheikh. Mr Mujica, once described as "the poorest president in the world" said he might consider selling, and donating the money to the homeless. Asked why he hasn't sold it before, he said it was because of his three-legged dog, Manuela.

060 JANUARY 2015 → TOPGEAR.COM

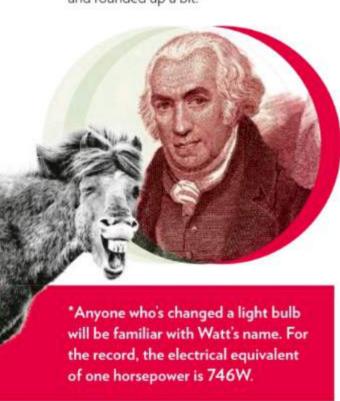


#### **PET HATES**

In Alaska, you may not tie your pet dog to a roof rack or secure it in any other way to the outside of your vehicle. But it can travel in the bed of your pickup as long as the sidewalls are at least 46 inches high so it can't jump out. Presumably, the same applies to any size of dog. There are no rules governing rednecks in the backs of pickups.

#### YOU WATT?

The unit of horsepower was conceived by the engineer James Watt, to convince people that his new steam engine was more effective than the horses it would replace. While watching ponies pulling coal from a mine, Watt determined that one 'horsepower' is equivalent to the work required to lift a weight of 33,000 pounds a distance of one foot in one minute. But this is actually more than a pony could sustain over 60 seconds, so Watt – seeking a more powerful image – determined that a dray horse would be 50 per cent more powerful than a pony, and rounded up a bit.\*



#### BLOODHOUND SSC STAT OF THE MONTH

The sunbaked mud crust of the Hakskeen Pan is only 2cm thick, but it's so hard that Bloodhound's metal wheels barely leave a mark. Although there will be some evidence on the surface, in the form of faint white lines stretching to the horizon like giant motorway lanes.

In Bloodhound's predecessor,
Thrust SSC, driver Andy Green used similar markings to stay on the straight and narrow. The line was burned into the Black Rock desert using a propane torch, and – before his 763mph run – support cars were only allowed to approach it at a perpendicular angle, lest Green accidentally follow their tracks. Bloodhound will be driving in the middle lane, in the best British tradition.



#### TOPGEAR TOP TIP

# How to do a do nut



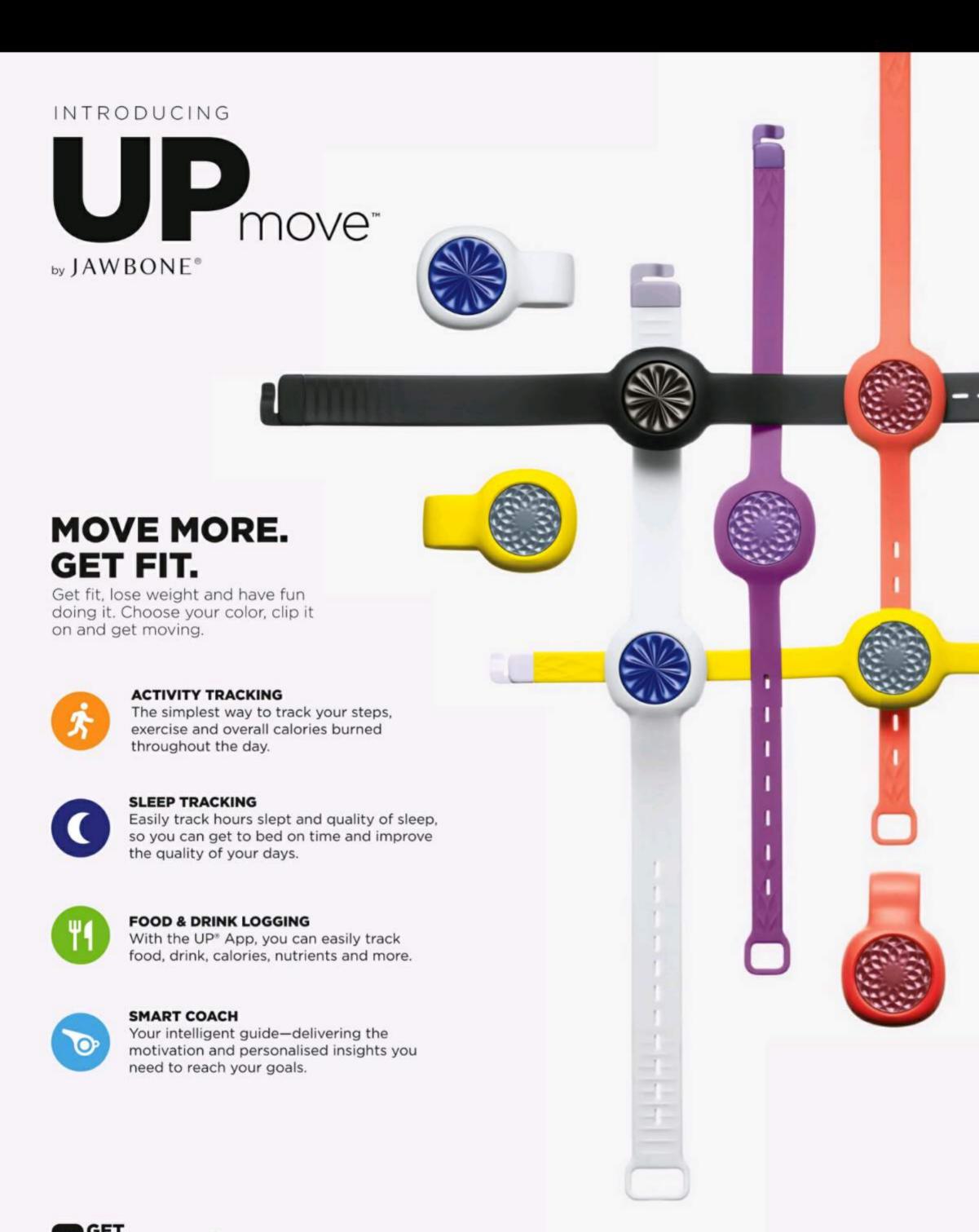
- · A rear-drive car, ideally with an LSD
- Yeast, caster sugar, flour, salt, warm milk and an egg
- · A deep fryer
- A large open space, such as a supermarket car park
- · Jam or no jam, depending
- Begin by driving along in first gear at a moderate speed. Mix the yeast with a little of the warmed milk and sugar, and leave until frothing.
- Turn the wheel sharply one way or the other, simultaneously applying huge right foot. It may help to dip the clutch to give the rear wheels a kick, or dab the brakes with the left foot to transfer weight to the front. Sift the flour and salt into a bowl, adding a bit more sugar.
- Once the rear wheels break away, balance the incipient spin with opposite lock and power modulation. This has to be quite subtle.
- Add the rest of the milk, some melted butter and the beaten-up egg. Knead into a dough and leave to expand. It helps to overinflate the rear tyres for really big donuts, but it will cause uneven wear.
- Heat vegetable oil as hot as you dare in a deep pan. Lower balls of dough into the oil for around five minutes. If you're good, you should be able to take your hands off the wheel and wave out of the window. Or even climb half out of it.
- Roll in sugar, or into a ditch. Add jam to doughnuts but not to donuts.

My donuts always turn out misshapen and horrible.

HAS JAMES EARNED A PINT FOR THIS TOP TIP?







John Lewis

**AVAILABLE AT** 

Bluetooth\*

OUR CHOICE OF THIS MONTH'S TOP-SPEC STUFF

# PTIONS NETGEAR OF TIONS NETGEAR OF TIONS





#### **NETGEAR ARLO**

NETGEAR

If you lose sleep over your car, wondering if it's OK out there in the lonely garage, you should probably see someone about it. For the time being, consider this HD security camera that live-streams to your mobile, which you could use as a sort of baby monitor for your motor. Though if you refer to your car as 'baby', there are other, more specialist, magazines you should be reading right now. It's 100 per cent wireless, mounted on magnetic docks and runs off its own battery, so installation fuss is minimal. It's fully weatherproof and motion-activated, so you can catch wannabe burglars as they tiptoe up the driveway. It even has night vision. If you're away from home, the sensor will automatically trigger a recording and notify you, so you can call the police or watch the entire crime when you return. £220 approx (available in UK spring 2015);



#### MIO MIVUE 538 DELUXE

As well as capturing flaming meteors in rural Russia, dashcams are also quite useful on the M25. Especially if you're the blameless party in a pile-up. This one has a g-sensor that triggers an auto-save function if it detects a crash or near miss. £149,99; eu.mio.com



#### **DJI INSPIRE 1**

Fancy making your own Ken Block-style car vids? This drone should help. It's an all-in-one, ready-to-fly rig with a flight stabilisation system and 4K camera on a rotating gimbal. The carbon arms are always out of shot, so you get a 360° view of the world below. £2,380; dji.com



#### ORTOVOX S1+ TRANSCEIVER

On page 67, we've picked some new stuff to wear while skiing this year. Whatever you do, make sure you also pack one of these. If you find yourself trapped under a pile of fallen snow, it'll guide rescuers to your location and tell them how far down to dig. £309.99; theoutdoorshop.com

Swiss movement, English heart C7 ITALIAN RACING RED CHRONOMETER - LIMITED EDITION Made in Switzerland / Worldwide limited edition of only 500 pieces / ETA 251.233 COSC 1/10ths second split-timing / 316L marine-grade stainless steel case / Anti-reflective sapphire crystal / Unique serial number / "Toro Bravo" leather deployment strap

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#### OPTIONS LIST

WATCHES

Watch your speed...

This month's best watches as chosen by TopGear

#### HALDA RACE PILOT

By day, the Race Pilot is a chronograph capable of giving you split times and average speeds over a lap. Its digital module memorises basic info about 150 circuits around the world, so all you do is tell it where you are and when you cross the line. It then does the simple maths - speed equals distance over time - and arms you with essential stats with which to bore people afterwards. If you happen to be an F1 mechanic, it also features a countdown to the start of the formation lap, with various alarms at key moments before the race. Like when it's time to take the tyre blankets off, or to clear the grid. By night, the digi module swaps for a mechanical one with a posh Zenith movement, which should impress the person beside you at dinner. If that fails, you can always reel off your sector times, eh? From £6,200; pageandcooper.com



#### PANZERA BREUER B44-02M ARCTIC MESH

Panzera's mission is to produce proper
– mechanical – drivers' and pilots' watches
that don't cost millions. This one's from the
Bauhaus-style range, and it's worth a trip to the
website to see the other styles on offer. Cold German
minimalism at its best. £370; panzera-style.com



The state of the s

HALDA

HALDA

#### **ORIS AUDI SPORT**

The official watch of multiple Le Mans champs Audi Sport. The case is made from lightweight titanium, and the leather strap is perforated, like it was on those Seventies classics – the sort of watches you'd find on the wrists of 24 Hour race winners in the good old days. **E2,480**; jurawatches.co.uk



#### **AUTODROMO PROTOTIPO BLUE**

We first featured the Prototipo when it arrived last year, flying the racing colours of 'Quick Vic' Elford. Now there's a new blue version from the Brooklyn-based brand whose founder Bradley Price designs everything himself, usually with cars and driving in mind. **£492**: autodromo.com

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1 ABS Vario avalanche airbag. Most of the time, it's simply a backpack with enough room for emergency essentials. But should the worst happen, pull the ripcord, and the airbags inflate to keep you afloat in an avalanche. £635; snowsafe.co.uk 2 Oakley Airwave 1.5 Snow. The latest version of Oakley's techy face mask, with GPS, head-up display and jump analytics, so you can see how much airtime you managed before breaking your ankle. £520; uk.oakley.com 3 Superdry Ultimate Snow Jacket. With camouflage as effective as this, literally nobody will see you against the bright white piste. £249.99; superdry.com 4 Moon Boot LEM Military. The latest in a string of legendary après-ski designs, and the perfect things in which to stomp around the resort at night (while remaining completely undetected, when combined with the jacket...) £109.95; moonboot.com 5 Giro Surface S. Skate-inspired ski lid, with an easy-to-use fit system that makes room for most goggles without leaving draughty gaps around the edges. £80 approx; giro.com



#### 2014 has been another season of significant motorsport success for Michelin, providing an insight into how the tyre maker continues to move technology forward

id you know that Michelin invented the pit stop? It was in 1891, almost one and a quarter centuries ago but just two years after brothers André and Édouard

Michelin first embarked on their mission to develop modern transport solutions. It is also one of the earliest demonstrations of what has become Michelin's ceaseless commitment to innovation.

123 years ago, Michelin's first foray into the competitive world was to help French cyclist, Charles Terront, win a long distance bicycle race, the 743-mile Paris-Brest-Paris challenge. Terront

claimed victory on a bicycle fitted with prototype Michelin pneumatic tyres, a crucial feature of which was their inherent potential for quick removal and replacement. And so the pit stop was born, an important contributor to Terront's win.

It was a victory that put the wheels in motion for more than a century of racing success. Today, Michelin's Total Performance commitment means that it never stops looking for ways to improve its understanding of our tyre usage and, every year, the French manufacturer carries out around 75,000 tests with real drivers in real driving conditions.

But, as Michelin's Head of Motorsport, Pascal Couasnon, makes clear: "Putting our tyres into worth keeping. Motor racing is our extreme lab, and is invaluable for getting new concepts out there." A philosophy that began with a pushbike race in Paris continues today at the highest level of world motor sport and it's impossible to believe André and Édouard wouldn't approve...

Ever since this appetite for competition was first formed, Michelin has excelled in terms of innovating on the track and transferring that tech to the road. Michelin dominates two major FIA motor sport series - the World Endurance Championship and the World Rally Championship - and now provides tyres to the FIA's newest: Formula E. During 2014, the Michelin roll-call of wins and world titles has grown ever longer with one particular highlight being a 17th successive Le Mans 24 Hour win. It is this perpetual process of winning and learning that leads to the production of a range of road car tyres such as Pilot Sport.

Back in 1891, it took Charles Terront 71 hours to win the Paris-Brest-Paris cycle race and the secret of his and Michelin's success is the same today as it was all those years ago. Michelin provided Terront with the innovation; for his

> part, the French cyclist raced at an average speed of 10.5mph and overtook his main rival as he slept during the third night of the race. Today, Michelin's continued commitment to the cause is matched by the same passion and courage of champions such as Sebastien Ogier (WRC), Anthony Davidson and Sebastien Buemi (WEC).

It's a wheel that never stops turning. Michelin's philosophy of 'A better way forward' means it always has an eye on the future. "Today, we are at a crossroads," advises Pascal Couasnon, "and racing has a crucial role to play, to uncover the

next generation of innovations." The pioneering Formula E Championship is just such a platform



following his victory in 1891





#### FROM TRACK TO ROAD

"Motorsport is a great way to showcase what Michelin is trying to bring to the car industry: technical prowess, passion and progress, each and every day."

More wise words from Pascal Couasnon, perhaps the ultimate advocate of Michelin's philosophy of using the extreme conditions of world class motor racing as a means of putting future road car product to the test. He heads a team of around 150 people dedicated to Michelin's motorsport programmes and, of course, every single one of them likes to win. It's something the company has become used to, with more than 2,000 world championship victories under its belt, becoming the only tyre brand to have won every FIA world title possible along the way.

But transferring the technology learned on track to the Michelin tyres we buy for our own cars is not an overnight job. On average, it is an

18-month process and a great example is

the Variable Contact Patch, originally developed by Michelin for Formula One. The variable contact patch allows the pressure and temperature to be distributed evenly across the tyre's contact patch. Although the patch's shape changes when cornering, the amount of rubber in contact with the road remains the same. And this is the same technology to be found in Michelin Pilot Super Sport tyres (pictured, above), as

> BMW M4 and the Lexus IS-F.

fitted as standard

to cars such as the

Ferrari 458 Italia,

Pascal Couasnon

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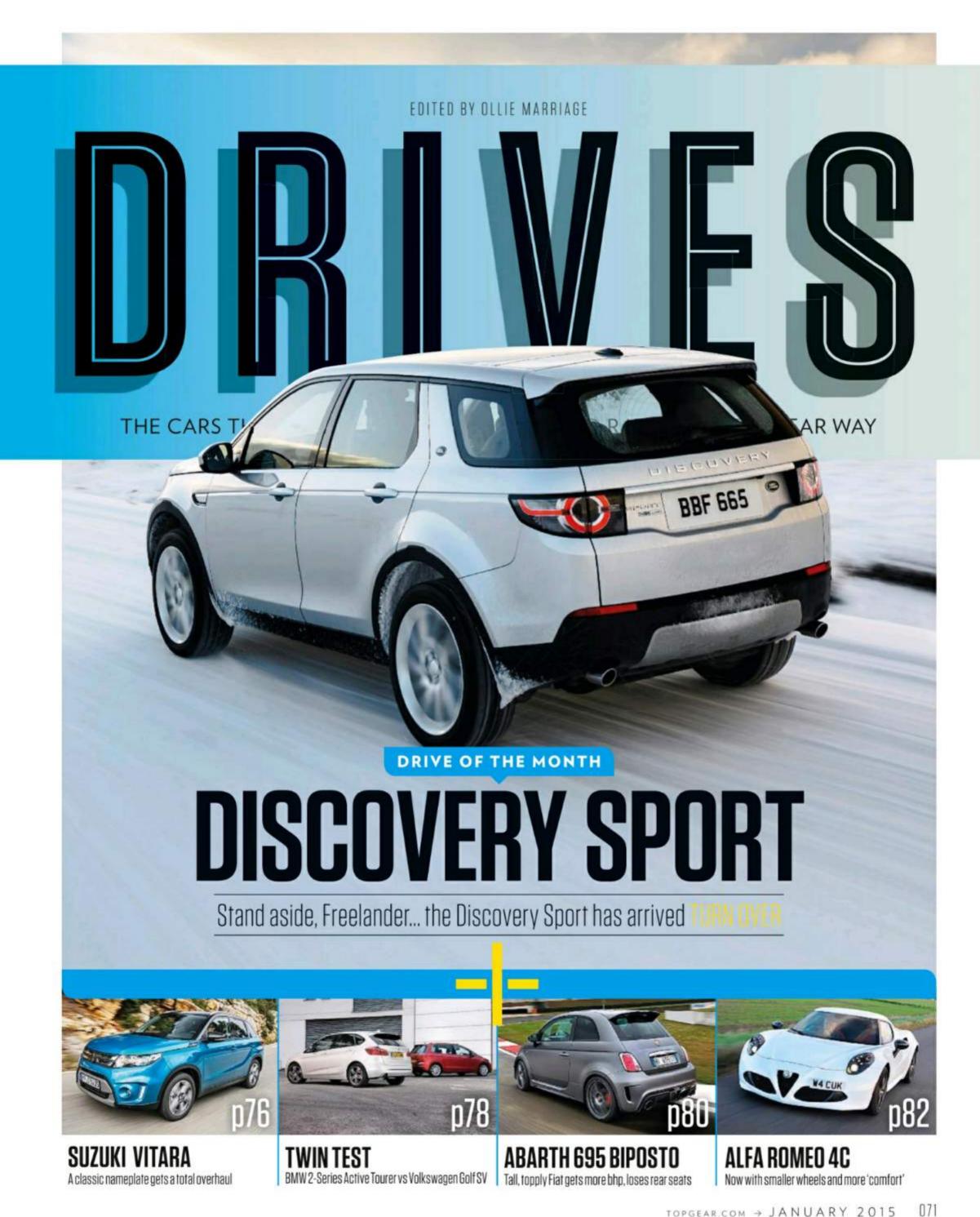


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he new Land Rover Discovery Sport has exceptional door seals. I know this because a 60mph crosswind is currently trying to insert a million

snowflakes through any gaps the bodywork might present, and not one is getting through. This is Iceland, and right now the conditions are not as pleasant as the ones you see in these pictures. The weather gods are angry, so we're suffering conditions they only expect to see twice a winter.

Not every component is faring as well as the door seals. The satnav has given up on us several times, and the wind is strong enough to cram so much snow under the

wiper arms that they've lifted off the screen. We're just dragging ice back and forth. If we open a window, it's like a confetti bomb has gone off, and as the snow melts the demister is maxed out.

You'd think we were on a development drive, destruction-testing prototypes, but in fact this is the official launch of the Discovery Sport, and there's lots more you need to know about it other than that the door seals can hold their own in a gale.

It is, of course, the replacement for the Freelander, the name change a necessity given Land Rover's realignment, with the Discovery brand housing all the functional family vehicles while Range Rover does the luxe stuff. Defender, well, it's yet to be

SNAPSHOT

IN DETAIL



Light signature is striking and replicates points of the compass



8-inch touchscreen is standard, but still not good enough



2.2-litre SD4 is from Evoque and Freelander

confirmed what the future holds there, or whether the Disco and Disco Sport will get some sort of sibling as well.

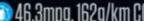
The Discovery Sport is based on the Evoque - same engines and gearboxes, similar platform and price point. But it's bigger and cleverer, more attuned to family life, able to cope with holidays as well as the school drop-off. When it goes on sale in the UK at the end of January, it will have seven seats as standard, and each of them has its own USB slot - life support for kids.

The decision to engineer seven seats necessitated a wholesale rethink of the Evoque's rear suspension, not to mention cramming an extra 80mm into the wheelbase. So, from the B-pillar backwards, the Disco Sport has precious little in common with the Evoque; in fact, the aft suspension has much more in common with the Range Rover, "We looked at a couple of solutions, but ended up going with the poshest," vehicle programme director Paul Cleaver tells me.

In the midst of all this newness is a familiar engine. The 2.2-litre SD4 is familiar from the Evoque, and it's the only power unit - at least for the time being. There's no petrol model being offered in the UK (although the 2.0-litre turbo Si4 will be sold in some foreign markets),



👄 2179cc, 4cyl, 187bhp, 310lb ft 🛮 📵 46.3mpg, 162g/km CO2 🍣 0–62mph in 10.4secs, 117mph 🗥 1854kg 🕦 £32,395





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nor any room under the Sport's tightly packaged body to fit a bigger diesel, so the Disco Sport isn't going to go chasing the potent outliers of the BMW X3 and Audi Q5 ranges. Cleaver wouldn't be drawn on hybrid, "We are looking at it, but no decision has been taken yet." Yeah, right. It's almost certain to be on the way, but not until Disco junior features its new eD4 engine in the latter part of next year.

It needs it. The SD4 has the right power figures to compete, but 46.3mpg and 162g/km CO<sub>2</sub> isn't good enough to take the fight to the BMW X3 2.0d (same power but 56.5mpg and 131g/km).

It's a handsome machine, the looks striking perhaps the best balance of any Land Rover: tough but not obnoxious, eye-catching but not glitzy, and much more stylish than the big slab-sided Disco. Same inside – it's very pleasantly arranged, unfussy yet modern. The textures and lines are good, the recessed door elbowrests and handles are ergonomically wonderful and there are good-sized door bins. You sit high up and the windscreen finishes low down, so your view forward incorporates the bonnet and gives you a good idea of where the extremities lie.

The rearward view isn't quite so good
– although to be fair this is more of an issue
for those sitting in the third row where the
windows are small and the pillars thick. It's
a clever strategy, offering seven seats, and
the execution is fine – they're easy enough
to use, simple for flexible people to access
and spacious depending on how generous
those in the middle row are feeling. This is

because that row, split 60:40, slides fore and aft over a very wide range - 160mm.

So yes, seven people can fit, but it's best to view this as a generous five-seater, because with the middle seats fully back, legroom is 86mm better than it was before - only 9mm poorer, in fact, than a Range Rover. For four people, the Disco Sport is palatial, stadium seating mounting those in the back 50mm higher. And you still have a 480-litre boot that, if you're prepared to sacrifice some kneespace, expands up to 689 litres. Those figures sound generous because the boot is deep, but the surface area is pretty average and if you have the increasingly ubiquitous electric tailgate, you'll instantly become infuriated by how slowly it moves. No nifty split tailgate here, either.











Still, there's no denying that the Discovery Sport is a much better planned and more versatile family car than the old Freelander, and those seven seats give it an ability that neither the Audi Q5 or BMW X3 can match. It's practical enough, in fact, to poach purchasers away from the Discovery or tempt upscalers into something more prestigious than a Hyundai Santa Fe or Nissan X-Trail.

In other words, it touches a lot of bases and comes across very well. It makes a good first impression. At least until you have to interact with the infotainment system. Yes, it is better than it used to be, but it has the feel of a system that's still in beta testing. It's touchscreen-only and doesn't have the slick operation, integration and functionality of the latest German systems with their neat click-wheels and fingertip touchpads. The flagship InControl apps function that allows you to link to your mobile phone also let us down a few times, dropping the phone connection.

But the cabin is more homely and welcoming than the austere Germans, better surfaced and more tactile than the Japanese. Sliding back into the soft supple seat after being out in a bitter Icelandic

# THE RIVAL

#### BMW X3

Five seats only and lacks Disco's comfort and smoothness, but more efficient and dynamic to drive winter was always comforting. It feels secure, and is safe, having just earnt a five-star Euro NCAP score with features that include a pedestrian airbag that springs up to cover the windscreen. Packing all this, most notably those three rows of seats, into a footprint that's only 91mm longer than the Freelander, and shorter than all key rivals, is good going.

It feels like Land Rover is focusing in on weight, determined not to let the Discovery Sport become too bloated. An aluminium bonnet, roof and tailgate have together saved 24kg, and the whole car comes in at 1,854kg – or 1,863kg if you specify the nine-speed automatic gearbox. Just nine extra kilos for an extra three ratios. And an additional £1,800.

Have it. It makes the Discovery Sport feel so much more professional and together – not to mention faster. The claimed 0–60mph time falls from 10.4 seconds to 8.9 with the auto. And having that many ratios has allowed Land Rover to not only have long high gears for cruising, but a low first for crawling – crucial when

#### SEVEN-SEAT OPTION

Land Rover calls the Disco Sport a 5+2 seater. Whether to avoid precisely spelling it out and risk comparison with people carriers is a moot point. Whatever, it's opened up the smaller Disco to a much wider cross section of buyers, and the benefits are clear: your kids' friends can come too.

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### DRIVES



a company is determined to maintain its reputation for off-road behaviour.

Combine that with the familiar
Terrain Response system, permanent
4WD (a FWD version will follow when
the new engine is launched), class-leading
underbody angles and (in this instance)
some studded winter tyres, and you have
a car that can venture confidently into
remotest Iceland. No, not many Discovery
Sports will be subjected to this sort of
behaviour, but what makes it so impressive
isn't its actual abilities, so much as how
confidence-inspiring and supple it is.

#### VERDICT

Considered and convincing, the Discovery Sport is a massive forwards step. Land Rover at its best.

8/10



There are hydraulic rebound stops in the damper turrets so you're better insulated from bumps; the steering doesn't kickback aggressively – you just get a sense that the car is dealing with it, without troubling you with things you don't need to be aware of.

On road, it's not as sporting and responsive as the BMW, but there's this lovely flow to the Discovery Sport, primarily as a result of its long-travel suspension which glosses over the surface and rises and falls with the road in a very relaxing manner. The damping is spot-on - body movements are well controlled, it always seems to have time and ability to spare. This could be because you're not trying to hurl it about - the Disco never encourages that sort of behaviour, instead settling for composed, easy progress. It covers ground well, with predictable steering and predictable brakes; it's faster than you think. Refinement is a real strong point, as is body rigidity.

The engine could be quieter, getting chuntery below 1,500rpm and vocal much above 3,000rpm, but keep it in its narrow operating band (no problem when you've got a choice of nine gears), and it does what's needed with little fuss and bother. I found myself really liking the Disco Sport as a means of getting about because it doesn't try to impress you with its speed

Driving position is good, with plenty of steering adjustment and excellent seats

Opt for auto, and all trim levels come with steeringwheel gearchange paddles

8 in screen is standard, but functionality depends on trim.
System is better, but not ideal

Terrain Response allows you to pick from four modes. The car sorts out everything else for you

Roller section conceals two removable cupholders that remove to reveal bin beneath

or handling, but is approachable, goodnatured and has remarkably few foibles.

It is expensive, though. Prices start at £34,195 (OK, £32,395 if you're happy with a manual lever), but SE trim (cruise, climate, heated seats, DAB, Bluetooth, half leather, heated windscreen, 8-inch touchscreen), plus a few well chosen options is all you need. One step up to SE Tech, and you've got to have that power tailgate. Land Rover predicts most will be HSE and HSE Lux versions, but at £39,395 and £42,995 they're an awful lot of money. At least you get good door seals.



nclude its Grand iterations, and the Vitara nameplate has been with us for over 25 years, making it an SUV with a legacy longer than almost all others. Thing is, it was always biased more towards the rugged outdoors and, as years

passed, became largely outdated and ignored.
So this is the Vitara playing catch-up.
Four-wheel drive is optional, but it's otherwise shorn of tough pretensions and wades straight into the boisterous crossover brawl.

Sitting between a Juke and Qashqai in size, it's priced to rival the former. And it's promising. Based on the rather underrated S-Cross, it's 100mm shorter but looks more substantial. Set to start at £14,000 – a grand shy of its more staid sibling – the Vitara's case looks increasingly strong.

Old Vitara soft-tops with naff spare-wheel covers might yield an image far from ballsy, but the new car's styling is in a different realm to its predecessors. There's more than a whiff of Evoque about its design, and it's borrowed the Captur's homework for colour options, but those are hardly bad sources of influence.



#### RENAULT

Similarly appealing crossover, though smaller and with no 4x4 option.

#### VERDICT

Looks smart,
drives well,
priced
competitively.
Ignore
preconceptions,
this is good.

7/10





And it drives very well. A Suzuki boss told us the aim was "to bring Swift dynamics to a small SUV". It's not quite as thrilling, but it's composed, agile and impressively short of body roll. It's the end result of getting the basics right and not imposing needless sportiness or haphazard premium aspirations on something where they're not necessary.

The same is true of the uncomplicated engine range: one N/A petrol (a 1.6-litre with 118bhp and 115lb ft) and one turbodiesel (1.6-litre, 118bhp and 236lb ft), with 4WD optional on either. The former is pleasant to rev and ought to be around £2k cheaper when prices are confirmed, but it just moves the Vitara with enough vigour. If you cover enough miles to justify its premium, the pokier diesel is our pick. Until the Vitara Sport arrives, sharing a turbo petrol with the next Swift Sport.

There are numerous big-car features at the upper echelons of the range such as active cruise control, a trick touchscreen and a huge panoramic sunroof. But with crossover competition approaching saturation point, your best bet is probably keeping things simple at the cheaper end of the range, where the Vitara is priced similarly to a well-trimmed supermini. It's easy to see its appeal there.

# TG'S ONE MINUTE EXPERT

Got 60 seconds spare? Read these



#### **VOLVO V40 T5**

- The T5 badge may hint at warbling 5 cyl goodness, but the topmost V40's engine is no longer a relative of the Focus RS's. Downsizing strikes again...
- Only available with an 8spd auto, and with a chassis biased towards comfort, it's no BMW M135i or VW Golf R rival, despite the price.
- Powering the front wheels is Volvo's new Drive-E 2.0-litre 4cyl, its 242bhp just 9bhp shy of the 2.5 it ousts. It's strong but devoid of character.
- Like other V40s, it's a talented alternative choice if cornering g isn't top priority. But with real-world mpg in the low 30s, we suggest the D4 diesel.

Engine 1969cc, 4cyl turbo, FWD, 242bhp, 258lb ft Performance 47.9mpg, 137g/km CO<sub>2</sub>, 0-60mph in 6.3secs, 149mph Weight 1447kg Price £31,900

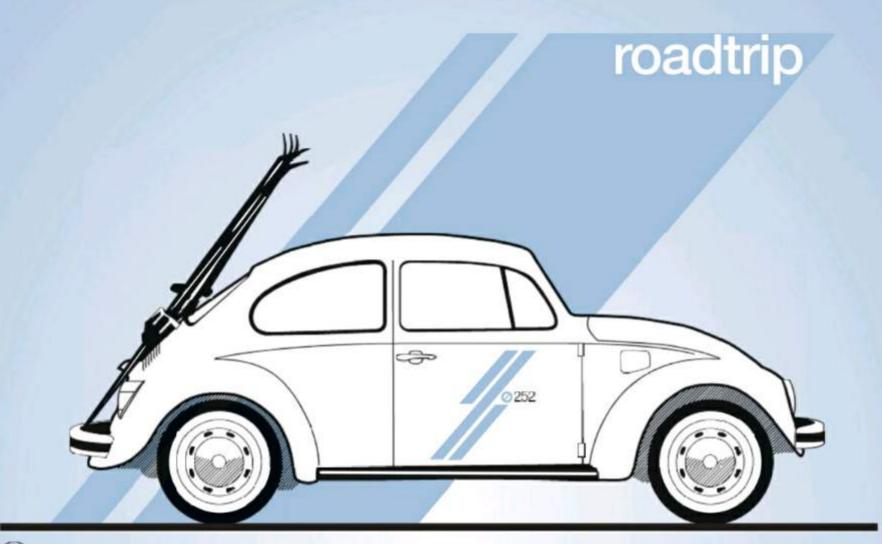


#### NISSAN PULSAR DIESEL

- The Pulsar is aiming to take chunks out of the fleet market. With claimed 94g/km CO<sub>2</sub> and 78.5mpg economy figures, this is the engine for the job.
- The 1.5 dCi is familiar from Renaults and Nissans; it's vocal and free of glamour, but has enough low-down torque to make life easy.
- Dynamically, this car is largely inoffensive, gripping and riding capably. But it's about as prosaic as life behind the wheel gets.
- Top-spec
  Teknas come with
  goodies: heated
  leather seats, reversing
  camera, nav, etc. But
  £22k can buy a heck of
  a lot more talent
  elsewhere.

Engine 1461cc, 4cyl turbo, FWD, 108bhp, 192lb ft Performance 78.5mpg, 94g/km CO<sub>2</sub>, 0–62mph in 11.5secs, 118mph Weight 1307kg Price £21,945

😂 1598cc, 4cyl, FWD, 118bhp, 236lb ft 📵 n/a mpg, 106g/km CO<sub>2</sub> 🍣 0–62mph in 10.5secs, 120mph 🚳 1295kg 🕒 £16,000 (est)



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### 2-Series AT VS Golf SV

#### Can BMW build a better posh mini-MPV than VW on its first attempt? BY OLLIE KEW



BMW's first-ever MPV is a sneaky, soften-theblow way to introduce front-wheel drive to small Bimmers. The Active Tourer hides Mini oily bits beneath its unfashionably tall form. Pricier than a 1-Series, it supposedly offers the best handling in the family-mover set. Who cares?

EXPLAIN THESE POSH BOXES

The 14 millionth model to be spun off VW's do-it-all MQB platform is a tall five-seat replacement for the unloved Golf Plus. This time, it's called the Golf SV. Forget Super Veloce connotations - the initials stand for Sports Van. Oddly, it's even less sporting than the BMW.

The Tourer is finely appointed, but apart from a small cubby crammed into the centre console, it doesn't feel at all like a commodious mobile playroom-cum-van. The boot is a handy 468 litres, though. Seven-seater arrives next year.

WHICH IS MORE PRACTICAL? Again, a lack of intelligent storage solutions, but the five-seat VW undoubtedly feels roomier both front and rear, and has much better visibility than the thick-pillared BMW. A 590-litre cargo bay plus a lower loading sill trounces the 218i too.

Don't sleepwalk into buying a diesel. The entrylevel 218i pinches the Mini Cooper's zesty 1.5litre three-pot turbo, which is plenty punchy enough for schoolrun japes, 50mpg capable and appreciably more muted for 'premium' duty here too. Six-speed manual trails Mini's version.

WHAT **ABOUT THE ENGINES?** 

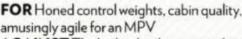
Among the bewildering array of VW Group engines, the 1.4 TSI 4cyl petrol is a gem. You get 184lb ft at a diesely 1,500rpm, a 6spd manual to stirit, and startlingly quiet running. VW claims 50mpg, and you'll get close, as it doesn't need working as hard as the 2-Series.



Annoyingly well. Too well, perhaps. The nose is pointy, the chassis agile and the steering weights up consistently. But drive fast enough to unlock said ability, and your children will be greener than envious C-Max owners.

AND HOW DO THEY DRIVE?

Typically for a cooking MQB model, it's very safe and astute but hardly memorable. Then again, that better fits the SV's brief than GTI-spec response would. Echoey cabin makes road noise a bugbear, and avoid ride-knackering big alloys.



AGAINST The looks, the slur against the badge. Must you fill this niche, BMW? VERDICT Cool cabin and good to drive. but BMW has muddled the MPV priorities





delightfully easy to use AGAINST It's a bit of an appliance, and not cheap either 1587mm VERDICT The SV is a white good, but a more rounded one than the BMW

FOR Cavernous cabin, feels tough,

👄 1499cc, in-line 3cyl turbo, 136bhp, 162lb ft 🏻 📦 57.6mpg, 115g/km CO<sub>2</sub>

🍣 0–62mph in 9.2secs, 129mph 🚳 1395kg 🚯 £23,375

👄 1395cc, in-line 4cyl turbo, 184bhp, 258lb ft 🏻 🕥 50.4mpg, 130g/km CO<sub>2</sub>

O-62mph in 8.8secs, 132mph 1391kg £25,095

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iPosto means two-seater in Italian. That probably tells you most of what you need to know but, just in case, this is a road

В

car that does a passable impression of the Abarth 595 Asseto Corse that Fiat runs a one-make race series for on the continent. And, yes, those are genuine carbon-fibre bumpers. Subtly flared arches cover a wider track, and the car sits on 18-inch OZ Racing wheels shod in bespoke Goodyear Eagle tyres. On proud display behind the anthracite spokes are drilled, ventilated Brembo brakes with glossy red calipers. Yes, the basic 500 Abarth is a tall, topsy bubble, so the tearaway 695 still struggles to look truly planted, but there's now some menace. It's cute, but evil too.



The 1.4-litre engine has been wrung out from 157bhp to 187bhp, and drives the front wheels via a five-speed manual gearbox. Which gearbox depends entirely on you, and so we enter the fabulously expensive world of BiPosto options...

The standard 695 – shorn of its radio, aircon and rear seats to drop the kerbweight to 997kg when bone dry – costs £32,990... £2,840 pricier than *TG*'s favourite hot hatch, the VW Golf R. You could have his 'n' hers Ford Fiesta STs and change for fuel. And that really is the base price.

Polycarbonate windows with a Ferrari F40-spec sliding shutter are an extra £1,775. An aluminium bonnet and other ally bits cost £2,990. The race pack, which adds Sabelt four-point harnesses, an Abarth crash helmet and a race-data



#### SNAPSHOT

#### IN DETAIL



Dog'box is gorgeous, but pretty gate looks vulnerable to abuse



Perspex shutters slam open when you accelerate. Brrr



Titanium strut adds rigidity, divides huge boot. Practical, see?

display atop the bare centre console, is £3,700. Want said dash in gloss carbon fibre, and door cards to match? That's £3,700 again. And then there's the exquisitely machined dog ring gearbox, dominating the cabin with its exposed gate and anodised joints. The sense of occasion is palpable; the racetrack credibility undeniable. The price? Almost laughable. It's £8,500, and remember we're not talking about some dual-clutcher here that'll shift itself when you're not in the mood. You shell out the price of a basic 500 1.2 just for the pleasure of crashing those gears through an H-pattern yourself.

Altogether, you're talking £53,760 for the car we tested with every box ticked, and on any rational level, you'd shout "Oh, grow up, Abarth" over your shoulder as you stalked off to buy a Porsche Cayman GTS. But is this a rational range-topper? No. It's for the sort of chap who has a GT3 RS, 458 Speciale and Ariel Atom in his climate-controlled garage, and fancies something a little wieldier for his next Sunday drive.

Such a discerning customer will doubtless be expecting RenaultSport levels of handling dexterity. If you're smooth, it's great, but idiot-proof the BiPosto ain't. Up front is a mechanical locking differential, but at low speeds at least, it's too heavy-

SPECS 🔷 1395cc 4cyl turbo, 187bhp, 199lb ft 📵 45.6mpg, 145g/km CO2 🍩 0–62mph in 5.9secs, 143mph 🚳 997kg 🕒 £32,990

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handed in portioning the power going to each wheel. Through the damp secondgear hairpin at one end of the Autodromo Ricardo Paletti where we drove the 695, the hooked-up front axle pulled the car wide as the power arrived, dragging the stiffly sprung short wheelbase straight over a section of kerbing at the exit that's more earthquake aftermath than rumble strip.

Everywhere else it was much better, although the turbocharged engine presents issues of its own - you have to juggle rapidly arriving boost against corner angle and diff behaviour. It's challenging and fun, and when you get a corner right you slingshot off into the distance, but even then you're aware the steering is too light and twirly for a track car, refusing to weight up even during the most enthusiastic of corrective saves to catch the hilariously lively tail.







#### VERDICT

Yet more proof road-going race cars are silly, but ohso special.

Meanwhile, the turbo-heavy soundtrack is a slight disappointment - where the Abarth 595 crackles and cackles, the 695 whooshes and roars hoarsely.

But you won't have time to concentrate on any of this unless you're in the regular five-speed manual car. Switch into the dog 'box-equipped machine, and 90 per cent of your mental capacity is immediately consumed by thwacking the exposed linkage across its miniature gate. Clutchless shifts aren't allowed (too costly to develop, Abarth says, forgetting the already outrageous price), but if you nail a perfect quickstep across the pedals, the gears bang home with a delicious jolt.

Down the circuit's back straight, the dog 'box car is noticeably quicker, simply as you spend so much less time changing gear.

Could you use it on the road? Legally, yes, but the long-term livability would require an almost kinky dedication to the Abarth's compromises. Funnily enough, the ride quality isn't as shoddy as expected, but the 695 is admittedly flattered by the skateboard behaviour of its lesser brethren.

For 50 grand, you'd have to say the fact the BiPosto isn't a truly sorted track car is a frustration, but we can't help swelling with throat-lumped admiration for Fiat having the courage to sign it off in the first place.

#### THE RIVALS



#### VW Polo GTI

The Polo GTI's light aesthetic tickle hides a considered mechanical overhaul. A smoother 190bhp 1.8 turbo replaces the whizzy old 178bhp 1.4 twin-charger, while there are chassis tweaks and a manual gearbox (previously DSG only, seven-speed paddle shifting is now an option). The result doesn't challenge the Fiesta ST for outright fun, but this is a maturely talented hot hatch that's comfy and broadly satisfying. Thumbs up.

#### **SPECS**

- 1798cc, 4cyl turbo, 190bhp, 236lb ft
- 47.0mpg, 139g/km CO<sub>2</sub>
- 0-62mph in 6.7secs, 147mph
- 1272kg (2) £18,800 est





#### Peugeot 208 GTI 30th

Peugeot Sport is on a roll. First, there was the RCZ-R, and now there's this, the 208 GTI 30th. There's more power (up by 9bhp) and torque (up by 19lb ft), but it's the addition of the R's mechanical diff that's made the difference. And tweaks that include wider tracks, 10mm lower ride height, and adjustments to the dampers and anti-roll bars. New Brembo brakes, too. This is great stuff, and the result is a hatch that goes, steers and stops well.

#### **SPECS**

- 1598cc turbo four, 206bhp, 222lb ft
- 52.3mpg, 125g/km CO<sub>2</sub>
- 6.5secs, 143mph
- 1185kg (2) £21,995



TOPGEAR COM >



#### The Alfa 4C? That's been out ages...

It has been on sale for a year in the UK now, but this is the first time we've been able to drive one with smaller wheels and the Comfort chassis set-up (no rear anti-roll bar, softer springs and dampers).

#### Why would you want to do that?

Um, how to put this nicely? Maximally sportified, it wasn't very good. At all. It weaved and dived under braking, tramlined alarmingly, had an overly excitable turbo and odd gearbox calibration, numb brakes with an inconsistent pedal and rode with almost no dexterity at all. I could go on. But I won't. Suffice it to say there's a reason we never took it on our PCOTY test (issue 258).

#### So this one rectifies all the bad stuff?

No, almost none of it, in fact. Sigh. I take no pleasure in writing this, because I wanted the Alfa 4C to be so good, to really stick it to the Germans, but aside from more forgiveness in the ride, slightly improved traction and a touch less sensitivity to road camber, the basics of the chassis behaviour haven't changed enough. The inch-smaller wheels (17 and 18 respectively) still look cool, too. You don't notice they're smaller because







the matt black alloys mean it's hard to tell where wheel ends and tyre begins.

#### And the 4C is still heart-stoppingly lovely to look at...

Achingly pretty, no doubt about it.
The trouble is there's this yawning chasm between how it looks and how it drives, and even in Comfort trim it's not a very trustworthy car, constantly fidgeting and trying to dart off in odd directions. It's too unruly.

#### But doesn't that just mean it's engaging and fun?

Not when the car is fighting against you rather than with you, no. It still feels as if final development work is yet to occur in pretty much every area, from seat design to damping. But I'd put up with all that if the 4C was rich in character, but it isn't – the turbo engine just whooshes about. It's so effective through the midrange that there's no reason to hang on to see if the noise gets any better higher up (it doesn't). All told, the 4C still feels like a poorly targeted device.

#### VERDICT

Newly softened, but still not the sports car it ought to be.

5/10

### SO, WHAT ELSE IS NEW?



#### VW Touareg 3.0TDI R-Line

WHAT IS IT?

The facelifted Touareg, now with bodykit and better mpg.

#### WHAT SHOULD I KNOW?

The 3.0 turbodiesel V6 now has 258bhp, and the gearbox now decouples when coasting, so economy is up to 42.8mpg.

#### SHOULD I CARE?

Aside from a mildly more optimistic trip readout, VW's school bus is as before – a completely untaxing, well-finished SUV that's competent without ever being interesting.

The R-Line additions are a bit brash, and the ride is much saggier than an X5's or Range Sport's. It's good, but for around £47,500, there are less



#### Vauxhall Adam 1.0 Turbo

WHAT IS IT?

Vauxhall's posh supermini, with three-pot turbo power.

#### WHAT SHOULD I KNOW?

Forget the horrid, whiney 1.2 and 1.4 - this is the motor the Adam has always deserved. It's the quietest three-cylinder on the market, yet delivers a hearty 113bhp and 125lb ft.

#### SHOULD I CARE?

Yes. The triple is finally the Adam's making – with 0-62mph in 9.9 secs, it no longer needs thrashing like a cheap hire car. Our test car also swapped its trendier 18-inch alloys for 16s, and handled far better as a result. Vauxhall claims a heady 57.6mpg, but the £13,455 entry price is £2k up on the equivalent 1.2 model.



#### Skoda Yeti Monte Carlo

WHAT IS IT?

A special edition of Skoda's charming Yeti.

#### WHAT SHOULD I KNOW?

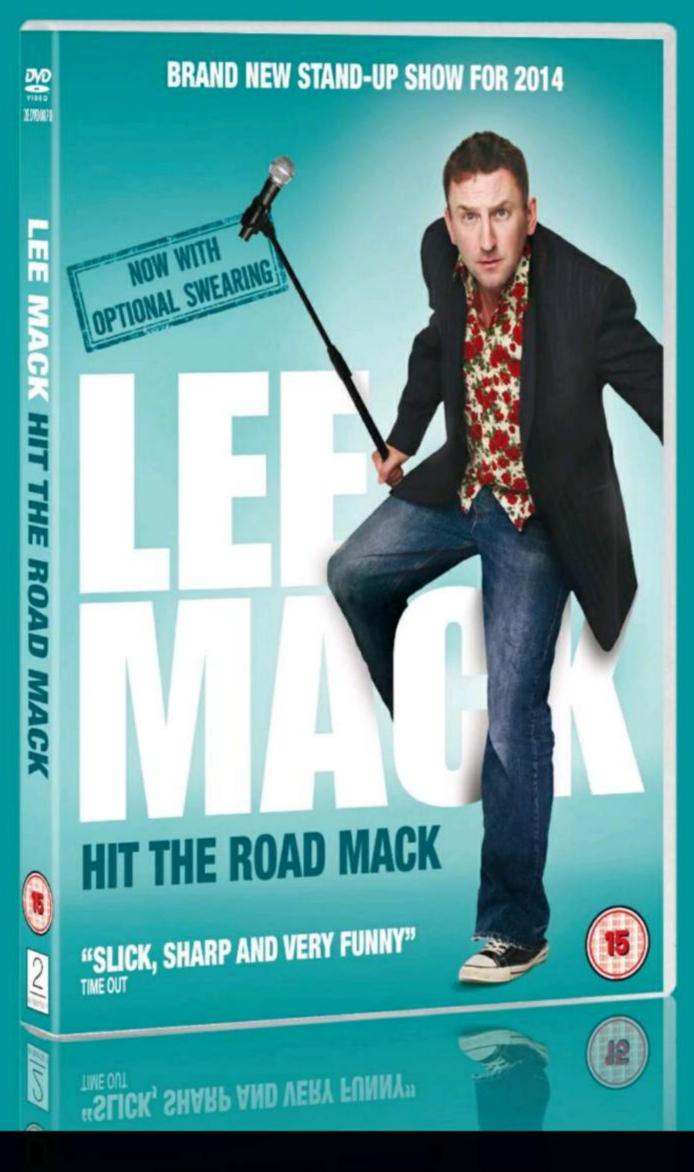
Mechanically? Nothing. The engine's a 2.0-litre diesel job we've seen many a time elsewhere. The Monte Carlo justifies its £2,360 premium over a typical SE with extra kit. Besides the black roof and fancy alloys, there's some faux-carbon trim, stainless steel pedals, special seats and a sporty steering wheel.

#### SHOULD I CARE?

Unless you particularly like the way it looks, no. By all means buy a normal Yeti – they really are very good. And the Monte Carlo is very good, too. Just not £2,360 better.



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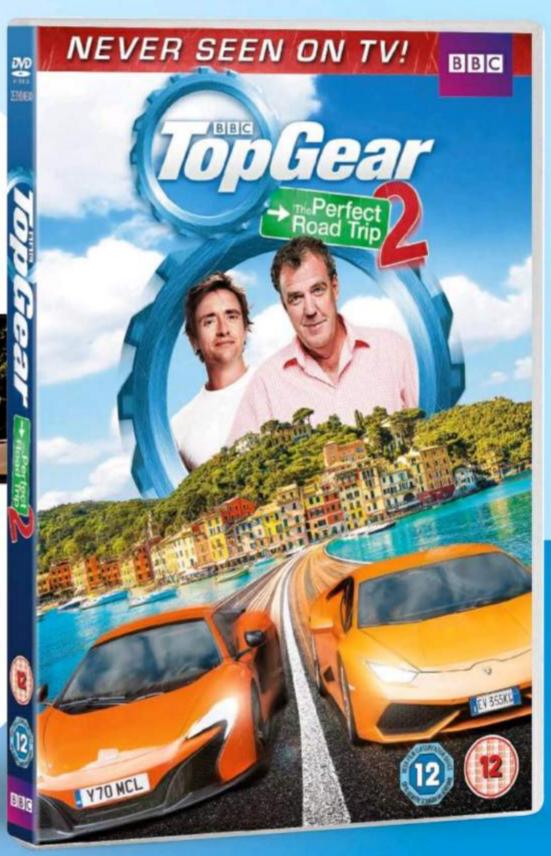
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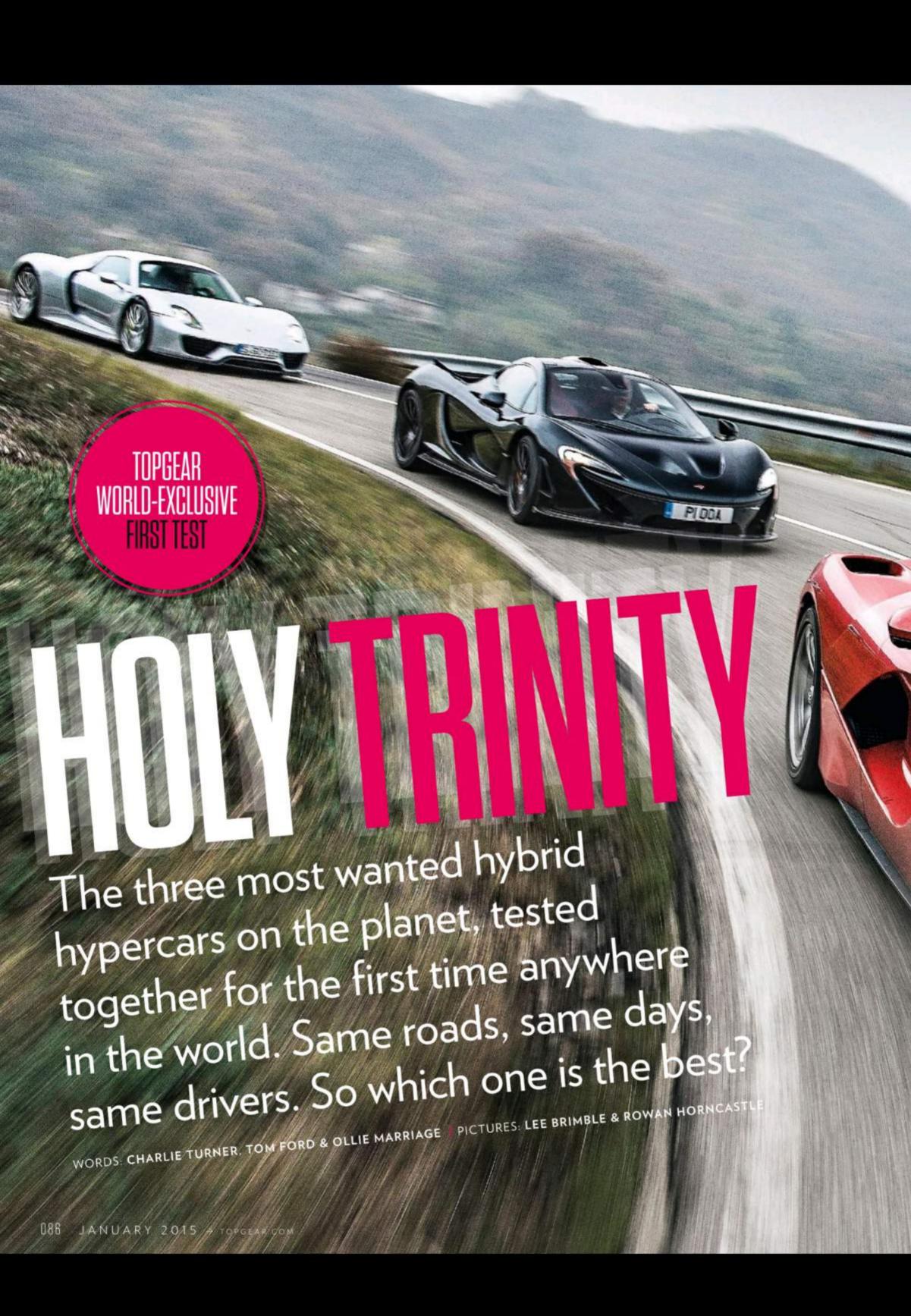
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# TF: EDITOR-IN-CHIEF CHARLIE TURNER HAS JUST TEXTED ME A SELFIE,

and it's made me more than a little excited. I'll just point out that it's because he is standing in front of a McLaren P1 and inviting me to join him. Even better, motoring editor Ollie Marriage has responded with a similar photo clutching the key to a Porsche 918. Neither of them is far away. You'd think that might be enough, but TG mag has already pitted the 918 and P1 against one other, and in the Great Hypercar Showdown there has been a glaring omission. It means that these digital snaps are big news. I compose my response and send it with a location of where to rendezvous on a fabulous, wriggle-strewn road in the Italian hills above a little town called Maranello. I'm smiling, too. The backdrop of my shot is LaFerrari. Time to dance.

CT: That's it. Tom has the final piece of *TopGear*'s biggest-ever horsepower puzzle, and I'm still pinching myself that we've managed to make this happen. I've been working on this for months, and to actually be here with the team about to drive the three most technologically advanced cars on the planet, on sublime roads, is the stuff the dreams are made of. And this is an official test: all the manufacturers know what we're up to, all three were prepared to offer factory cars, confident in their machines. That they chose to lend them all to *TopGear* magazine first is a huge privilege. But it's not a free pass. We at *TG* are beholden to no one – if there's a bad car or a winner, we will say so. That said, it's great to be back in the P1, a car I loved from the first time we tested it. And luckily, there's 40 miles of road to fund a re-edit of my opinions before we get down to the three-car shenanigans.

OM: Getting these three together is the test we've wanted to make happen ever since we learned that Porsche, McLaren and Ferrari were all working on hybrid hypercars. And now, four or five years and roughly a million phone calls, meetings and arm-twistings later, it's the ping of text messages that reveals it's finally happening. Sitting in the 918 Spyder, I'm properly optimistic – I know, it's tempting to see the 918 as an underdog, a poor relation. It's from a more mainstream firm that





Porsche 918
interior (above)
is a model of
connectivity and
sheer class. This
is what the future
looks like, now

Editor-in-chief,

motoring editor and associate

editor. With some

special cars

doesn't have F1 roots. They're building more of them. It's cheaper, and with the biggest battery and smallest CO<sub>2</sub> emissions, the most overtly hybrid. And so on. If nothing else, this morning has already revealed the complete nonsense of that viewpoint. The Porsche is just as hyper, just as ferocious as the others. I'm intrigued to find out how it compares to the LaFerrari, utterly intrigued. And completely overexcited. The only stipulation was no track work (basically no lap times), but I'm not fussed about that right now – I can't wait to see them all together, to have all three yowling up an Italian hillside. This is an unbelievable privilege.

TF: With the other two cars on the way, it's time to get this LaFerrari moving. As Ollie said, we're not allowed to track-test these three, but Ferrari allowed me a few laps of its Fiorano test circuit for reference so that I could fully deploy the LaFerrari's 950bhp without fear of immediate prison time. What those minutes reveal is that this will be possibly the greatest three-car test in modern history. At full stretch, the LaFerrari is ferociously accelerative, eerily stable and brakes like a shove to the shoulders. In the right mode in my case, Race - the guidance systems also allow me to feel like a hero without actually needing to be a legend. And this thing howls. A brittle V12 soprano with the kind of throttle response that feels like witchcraft. Which it is, of a modern sort. But this isn't a circuit test. And with that in mind, I'm kicked off Ferrari's hallowed ground and drive carefully out of town to meet the others.

The LaFerrari turns out to be an easy companion. You almost forget you're driving the apogee of Ferrari's road-car programme, as long as you ignore pedestrians walking into lamp posts and small children hauling their mothers to a dead stop in a whiplash of wonder. And when we finally get out of town and onto the long, sweeping Italian A-roads, the LaFerrari accelerates up the road like a thrown punch. That 161bhp of electrical urge? It's just there to slice open the bottom of the torque curve of the V12 and stuff it with the throttle response of the gods. No wait, no lag, just endless, soul-buffeting acceleration and noise.

It's a bizarre feeling, this speed of reaction. A simple V12 has never flared to input like this, but the electric KERS-alike power doesn't feel unnatural. And the steering is ultra-sharp, almost disturbingly so, flicking the car rather than steering it, at least for the first few miles. There is a whiff of body roll, instructive and intended, and the brakes are ridiculous. There is also one of the most spectacular front ends on any road car I've driven, apart from, unsurprisingly, a 458 Speciale – on a dry road, LaFerrari will stick where you think it will slip, eke grip where you think it will falter. And you can *use* the power. Not all of it all of the time, but get it right, and this is a car to end all things.

A bare 40 miles later, with the million-pound Ferrari ticking its heat away in a wide Italian lay-by on the bottom of a hairpin-infected back road, I'm



convinced LaFerrari is the greatest car in the world. A vehicle that looks like a distillation, a single-malt supercar. And then the 918 and P1 arrive within seconds of each other, and suddenly I'm not so sure.

OM: A couple of miles from our rendezvous point, and I'm at a T-junction. There's a gush and snarl, and the P1 rips past on the main road. Excellent. I latch the Porsche onto the back, and together we go in search of the final bright-red piece of the jigsaw puzzle. Just from these first few miles, I'd be amazed if the Porsche isn't the most multidimensional, the everyday hypercar. Its swipe touchscreen is an all-consuming joy, the sound system has real might, it'll do 0-60mph in six seconds in total silence, you can take the roof off. It's the best constructed, the most imaginative, the most comprehensively developed, the most otherworldly. And yet I wouldn't have mine in this spec, with bare carbon footwells and seats more upright and pious than a church pew. I'd have mine with carpets and easy on the harnesses, it would suit the car's demeanour better and do nothing to upset the fundamentals.

No, the brakes don't have real feel and finesse, the front driveshafts mean I doubt the 918 has the steering purity of its rivals, and the ride is on the brittle side. On tight hairpins, the 4WD system proves decidedly rear-wheel drive, but it's still so fast and makes an unbelievable noise. I love putting the Porsche in a high gear at low revs and feeling the instant electric shove, the gradual handover from e-motor to feral race-derived V8. Give the 918 its head, and it charges so hard and is so absorbing and all-consuming. I adore it: it's wheeled proof that the future of the sports car is in good hands.

CT: My first experience of the P1 was being chauffeured at speed by McLaren development boss Chris Goodwin around a Noah's-Ark specification Spa-Francorchamps. An experience that will remain permanently etched in an area labelled 'moments of extreme peril'. That day, despite the rain-soaked track, in Goodwin's hands the P1 felt hardcore, devastating and violent – a new assault on the senses. And it was – let's not forget the P1 was the first of these cars revealed and driven – the new benchmark.

But benchmarks are there to be challenged. To my mind, it's the least attractive of the three in all but Track mode, with a sinister aesthetic that I find awkward and disturbing – but that might just be a flashback to Spa. Less so on the inside: the interior of the P1 feels brilliantly resolved, the carbon-fibre MonoCage wrapping around the driver, with the transparent roof panels generating useful airiness. But it's time to get on with it. Northern Italy in late November is cold, and the roads are damp and lined





with patches of autumn colour freshly detached from the trees. Conscious today really isn't the day to make an apologetic phone call, it's time to focus.

The route to the meeting point showcases the P1's talents, and the initial thing that strikes is its tractability. Driving through towns is as easy and effortless as it would be in a 650S. And then out of town, the P1's gathering of speed is dramatic – as the turbos spool up, you're constantly aware of the huge potential. But you have to show respect: hard shift from second to third, and the P1 will break traction on the damp roads and focus the mind. It's spiky, but that spikiness is what makes it so attractive. It's a car you would never tire of: the journey to mastering it would be long and occasionally alarming but hugely rewarding.

Having managed to keep the P1 in the right province and mostly pointing in the right direction, I pull into the last road before the meeting point, and by glorious coincidence see Ollie in the 918 drop into formation behind me. The last 100 yards, and I can see a LaFerrari, doors arcing skywards, parked in a lay-by. Right now, with all three cars sold out, you literally cannot buy this experience. Better not crash them, then.

**TF:** As the McLaren and the Porsche sweep into the lay-by, it takes a moment to register exactly what's going on. This is it. Various smartphones in the vicinity immediately glow white hot, and there's a spike in the local bandwidth usage. The triumvirate looks spectacular. But we need to drive, and take many pictures, so CT, Ollie and I swap keys, and go for another drive. I take the 918.

First up, and after the LaF, I find the 918's seats incredibly vertical. In the Ferrari, you sit reclined on pads attached to the carbon tub and move the pedal box and steering wheel, but in the 918 the seats feel rally-car upright. It's also harder to get into with the roof on – the Ferrari's side-impact crash structure lifts away with the door, making for surprisingly elegant and easy egress and ingress, but to clamber into the 918 is to post yourself into a smaller hole than you imagine possible.

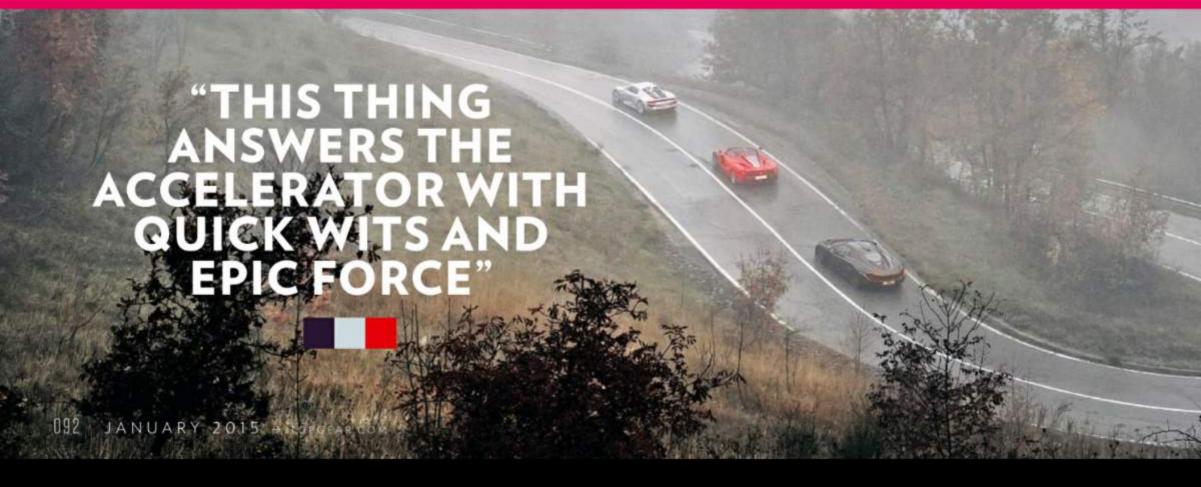
And yet the 918 is beguiling. It's less flash than the Ferrari, less ostentatious, more considered. Less aggressive than the McLaren. Inside, it's more futuristic, inventive and exciting. It feels like it's pushing into new territory, with a slab of swipeable touchscreen glass, configurable TFT dials and the potential for proper EV-mode usage. You get the

impression the Porsche is the only car here that truly embraces the idea of hybridisation – it's the only one that wears a Hybrid badge and the only one with EV running as a core mission statement, rather than a happy by-product. It feels complex, and deep. The way that the car manages torque between both axles, of which it has a distinct advantage over the other two (943lb ft vs 663lb ft for the Ferrari and 664lb ft for the McLaren), the way that it juggles regen electrical harvesting, the sheer complexity and integration of the drivetrain.

And it's the one that gives you the most confidence early on. On the same road as the LaFerrari, it didn't dance quite so happily, but felt grounded and grippy. There's a less intimate conversation with the front axle, but no less traction, and you can get on the throttle earlier, confident that the electronics will vector torque. But it feels heavier and more controlled than the competition. In fact, this 918 feels like a fighter jet – switch off all the electronic minders, and it's harder to master, the distance between its natural state and electronic intervention more noticeable.

So I leave everything in Race, and just marvel. I honestly think I'm quicker down an unknown road

















- 1) Even hyper hybrids need fuel. The petrol pump attendant made a beeline for the LaFerrari. Local loyalties run deep
- 2) Two boys whose petrolhead journey was cemented in a lonely carwash in late 2014
- 3) The Porsche is the only car that wears a Hybrid badge. It's the one that feels most committed to electric
- 4) And it's also the only one that has a removable targa panel

- 5) You won't see this very often: very dirty hypercars after some serious roadwork. They look the better for it
- 6) On all three, the detail gives away the depth of engineering these are complex cars, with complex aero strategies. 918 makes many weird noises
- 7) P1 gets going. It's the most brutal, the least pretty. But it's also the car that you climb out of with your heart rate somewhere around 200bpm. Scary monster















in the 918 than anything else. It doesn't ride with particular fluency – it feels a bit stiff – but the confidence, the solidity... they're the things that make this car great. The fact that you can potter in E-mode and then prod that 4.6-litre V8 into life and revel in sonic assault. There are so many character traits, so much care and attention. It feels like a groundbreaking moment. And it even has a cupholder, a targa top and a healthy margin of price difference. It's a heady brew.

OM: While Tom was pressing buttons in the 918 and smiling at the cupholder, I snaffled the P1 and went for a blast. The thing with the Porsche is that when you back off and drive slowly, it's an affable thing – mild-mannered and happy to pootle. The McLaren never manages that. Yes, you can drive it slowly, but, if you do, the P1 practically accuses you of spilling its pint. This is a hypercar that never bothers pretending it isn't hyper. It's utterly furious.

It's all to do with the imbalance between the front and rear ends. The front is delicate, light and accurate with super-sensitive steering that actually needs more weight. It grips well enough (although you will get understeer if you pile on lock through slow corners), but it feels almost dainty. The rear end, meanwhile, is a sledgehammer of gusting turbos and overwhelmed tyres. The P1 is rampantly, exponentially explosive. While the Ferrari's naturally aspirated delivery picks you up and carries you along, the McLaren's seems to leave you behind, clinging on, fighting for breath in the torque torrent.

You can feel the electricity torque filling the turbo lag, but when the afterburners ignite, they hit so hard you're not sure what to do. Lifting off might have consequences. On the other hand, staying on the gas definitely will have consequences. So you

end up nibbling at the McLaren, getting braver, learning how to treat it. God, it's exciting. You'll get out of it with an inexplicable thirst and a desire to call your relatives to reassure them you're OK. You won't be able to, because you'll be trembling. It is a furious car, the McLaren, the most uncompromised of these three. It suffers the most road noise, bombards you with a barrage of noises that don't so much prickle your nape as threaten to rip your spine out, and has the most confusing e-system controls that include drag reduction and an IPAS boost button. The seats and steering wheel

#### "THE PORSCHE GIVES YOU THE MOST CONFIDENCE EARLY ON"



are fabulous, the best here: you're clenched in place, locked as a part of the car. And as a component, the P1 asks much of the driver, but if you're on your game it'll give you greater thrills, richer memories, deeper exhilaration. But you have to man up to the Mac – where the LaFerrari fills you with the joys of being alive, the P1 dares you to look into the abyss.

CT: More people have walked on the Moon than have driven all three of these cars. Today, Tom and Ollie join the club, but I've been fortunate enough to be a member since I pulled rank to attend the hyper-exclusive LaFerrari launch event. So as I drop down into TheFerrari's cockpit and adjust the pedals further down into the footwell by pulling the lever to the right of the driver seat, there's a happy familiarity to proceedings. While the exterior - for me - wins the hypercar-pin-up battle (its design only recently overshadowed by the frankly rude Ferrari FXX K) the interior is littered with familiar touchpoints. The ignition sequence - insert disappointingly cheap red plastic key, turn, press massive red Engine Start button, smile as the n/a V12 barks into life - is all Ferrari one-o-one. Choose what particular level of heroism you'd like for your journey from the manettino, grab a gear and off you go.

The Ferrari was developed in these hills, and it shows. There's a suppleness to the ride that soaks up bumps and camber changes on this broken vein of tarmac. Some would say this was an unfair local advantage. In reality, it only goes to highlight how well-developed LaFerrari is: while the McLaren feels frustrated by pitch and surface changes and the 918 feels heavy and bottoms out, LaFerrari rides above it all. These hard-won road manners will translate the world over. But it's LaFerrari's ability to let you focus on the job in hand that is its trump card. In the P1 and 918, you choose your mode of attack through a number of different strategies. LaFerrari removes that complexity from proceedings, leaving you to concentrate on enjoying the most responsive V12 engine ever produced, safe in the knowledge that myriad algorithms are working in harmony with your inner driving god.

TF: And so to the P1 for me. Probably the car I'm most familiar with. Also the car I'm most wary of,





#### HYPER HYBRIDS

errari calls it torque shaping". the way it uses electric urge from the multi-cell battery mounted under the seats to fill the weak spot before the V12 does its best work. Thus the V12 can be optimised for higherrev capability and the LaFerrari's throttle response becomes literally electrifying. It's the car that feels the least hybrid of the three. deploying its power in a very traditional manner. That's not to say it's not absolutely ballistic. but the dynamic and delivery cues are easily recognisable. It's just a 458 Speciale with getting on for twice the power.

The thing is, if someone said this was some experimental V12, you might not even clock

the electrical gubbins at all – no badges, no buttons, no EV mode or pretence to silent running. The LaFerrari harvests electrical energy with one simple aim: make a very fast car even faster. It's not the most forward-looking car here, but it sure is effective.



Price: £1 million
Engine: 6.3-litre V12,
950bhp, 663lb ft
Performance:
0-62mph in 2.9secs,
0-124mph in 6.9secs,
218mph max speed
Transmission: 7spd
'F1' DSG, RWD,
330g/km CO<sub>2</sub>
Weight: 1345kg





he McLaren P1 is
the car that feels
most reliant on
its aerodynamics.
The active rear
wing and crackers Race mode,
where the rear wing lifts skywards
and the suspension drops 50mm,
is track only. It's even got a DRS
button on the steering wheel
to back off the rear wing's angle



of attack during track-based passing manoeuvres.

Even when going more slowly, you will be assaulted by a serious weight of boost pressure. The P1 really does celebrate its turbocharging, and punting out 727bhp from a 3.8-litre V8 alone is no easy undertaking for a road car. And although the electric motor fills in some of the turbo lag, you are still more than aware when full boost arrives. Especially as it presents itself exclusively to the rear wheels. And yet the P1 also takes full advantage of its electrical ability - you can drive it around for 6-8 miles on pure electric. It's not, it has to be said, the easiest of cars in which to go fast down an unknown road - it demands your concentration more than the other two.

Price: £866,000
Engine: 3.8-litre V8,
903bhp, 664lb ft
Performance:
0-62mph in 2.8secs,
0-124mph in 6.8secs,
217mph max speed
Transmission: 7spd
'SSG' DSG, RWD,
194g/km CO<sub>2</sub>
Weight: 1395kg





f you want a taste of the future, then the 918 really is the only car to have. Blending a 4.6-litre naturally aspirated V8 engine with a pair of electric motors gives both immediate throttle response and the heftiest torque figure of the trio. The extra batteries also bring with them greater weight, meaning that the 918 is 239kg heavier than the P1 and 289kg more porky than the Ferrari.

And yet from a standing start it's easily the quickest – all-wheel drive and sophisticated traction control meaning repeatable results, no matter the surface.

TG also found the 918 to be the car with the biggest difference between Race mode and 'all off':



switch off all the electronic minders, and the fastest Porsche becomes tricky. Leave them on, and you'll be gasping. It's also the only car here that feels like it was designed from the outset as a core-deep hybrid. It runs several modes, all of which incorporate electrification to the fullest degree, and it's the only one that wears a hybrid badge...

Price: £620,000
Engine: 4.6-litre V8,
875bhp, 943lb ft
Performance:
0-62mph in 2.5secs,
0-124mph in 7.2secs,
214mph max speed
Transmission: 7spd
PDK DSG, RWD,
70g/km CO<sub>2</sub>







having had a serious moment of high-gear wheelspin on a frosty Belgian motorway the first time I drove it. As ever, McLaren's most aggressive road car doesn't disappoint. I've said this before, but the P1 looks small, and shrinkwrapped. Almost dainty. It also looks like a weapon. I have no idea what a photon torpedo actually looks like, but it would probably be something like this. Unfortunately, we can't activate the full-fat Race mode on the public carriageway (even though it's closed), as the 50mm ride height drop makes it unusable on a road maintained by the Italian equivalent of the Highways Agency. The P1 would essentially end up as a very fast sledge. And then a ball of recycling. Even so, this thing feels truly feral. The absolute commitment to turbocharging means that even though the e-motor fills in the lag to some degree, the slap of boost that comes from the pair of turbos is shocking, scary and utterly life-affirming.

For the first few miles I over-drive the car, snatching at corners, trying to predict the boost, failing. And then I get into the groove, and the front wheels start to be where I want them and I find the right gears (one higher is better, and ride the wave of boost), the chassis starts to be less intimidating. And the P1 simply... disappears up the road. Of all the things that are holy, the P1 is a monster. Here, in the dry, I swear the P1 is the fastest of all, Race mode or no. But then I follow Ollie in the LaFerrari, and realise that it probably feels faster because I am working so much harder. There's no respite. It tears chunks out of roads, chunters, whooshes, crackles and spits flame. It's not hard to drive, but to drive quickly requires you to have your nerves fully extended into the steering wheel and through the rest of the car. You have to be immersed.

Where the Ferrari ducks and weaves and jabs, the McLaren plants its feet and delivers haymakers. The 918 is different again, more mixed martial artist than pure boxer. You get out of the P1 feeling like you've been through the mill. And it is glorious. And then it rains again. I lose the front end of the P1 – not massively – and all of a sudden I'm back to square one: unsettled and nervous. Which in a car like this, you cannot be. The P1 requires more of you as a driver than either of the other two cars. Which is both its genius and its Achilles' heel.

OM: It's weird, isn't it? Given their respective countries of origin, you'd expect the Ferrari to be the strident one, histrionics a mere ankle twitch away. Instead that's the McLaren. The P1 may share tub and basic twin-turbo engine with the 650S, but there's a far bigger gulf in personality between these two than between 458 and LaFerrari. The P1 is spiky. Spiky in an addictive, need-another-hit way. The Ferrari? Well, it's just perfect.

How they've made 950bhp this usable, this playful and predictable, is nothing short of divine inspiration. It keys itself into the tarmac better than either rival, finds traction where the McLaren squirms and the Porsche skitters. It rides with astonishing dexterity, is effortlessly supple and communicative, and weaves and dances up these

# "THE McLAREN PLANTS ITS FEET AND DELIVERS HAYMAKERS"



difficult roads. It's a joy, a vast, vast pleasure, the steering sharp, quick and feelsome enough that I'm not even bothered about the stupid square steering wheel. The LaFerrari's cloaked electrics mean it is more natural on the road, and the chassis is sweet as honey. It's a car almost without dynamic flaw.

But what I can't help thinking, while having such a marvellous time, is that this is Ferrari operating within its comfort zone. A faster 458 Speciale, fabulously honed, but deliberately masking the benefits the electrics bring, the e-motor no more than backing singer to the V12 vocalist. Quite right too, most would say, and I'm tempted to agree, but just as the BMW i8 feels as if it's moved the sports-car game on, I'm tempted to think the LaFerrari looks backwards rather than forwards, pines for the old days, is an end rather than a beginning. But you can't deny it's near perfection, though. Magnanimous and generous, the LaFerrari is an Italian of the pinch-your-cheeks persuasion. It's big-hearted, warm and remarkably even-tempered.

**CT:** The weather has taken a turn for the worse. It's started to rain as night falls, so I opt for the

AWD safe haven that is the 918. The first thing that strikes you as you drop into the 918's interior is how beautifully finished this car is. Porsche wanted this to be a touchpoint for the breadth of its technological capability, and the interior showcases their latest nav and touchscreen connectivity beautifully packaged in one of the best-finished interiors in the world. It would be hard to argue that an 875bhp hypercar would make a practical everyday choice, but the 918 makes a strong case for just that. It's different from the more focused P1 and LaFerrari, but no less beguiling for it.

We set off across the rain-slicked back roads, and the 918's AWD instils confidence at every turn. The only issue I have with the interior being the ridiculously upright positioning of the seat backs, but I guess it's Porsche's way of making sure you're sitting up and paying attention to its ultimate creation. As the pace of the £2.5-million convoy rises, the bark of the 918's flat plane crank erupts from those periscope exhausts. What a noise. And to complement it, the grip levels are staggering. But it never completely manages to hide its weight and bottoms out on some more extreme cambers, which is jarring and expensive. And although the 918 is stunning, and for my money has the most dramatic rear with the wing raised and the periscope exhausts belching blue, it's a shame that the front of the car feels like it was made to conform to the more corporate vision of what a Porsche should look like by the marketing bosses.

**TF:** It has started raining. Really quite heavily. We've been driving for hours, and tracking back to the hotel to tuck our little convoy up for the night, fuelling and washing the cars ready for a pre-dawn start, we're all trying desperately to find out what each other is thinking. But there's one picture









painted on every one of our faces: astonishment. That three cars can be so utterly different and yet so comparable. We manoeuvre the cars into the tiny underground garage, and sit in amiable silence over pizza. It's late. But there's more to come in the morning...

Bright and early the next day – by which I mean up in the middle of the night – and it's cold and tricky. We've got eight more hours of driving, many more pictures to take. So we pile into different cars and disappear off into the hills to see if we can reprise the feelings of yesterday. Today, we have to come to some solid conclusions. Today, we each have to pick a winner.

**OM:** Which is best? Oh boy, are you asking the wrong question. What's most clear after two days of pummelling these three around the hills is that different frames of reference encapsulate each car, so different that even that most basic question needs further qualification. So, which car best represents the future? The Porsche. Which car is best at being exciting? The McLaren. Which is the best to drive? The Ferrari.

Which means I have to finish with another question, one that puts me on the spot. Which one would I have? In truth, I'd happily lucky dip for the keys and walk away giddy with delight with any of them, but if I had to choose... TheFerrari. It's the best to drive, after all.

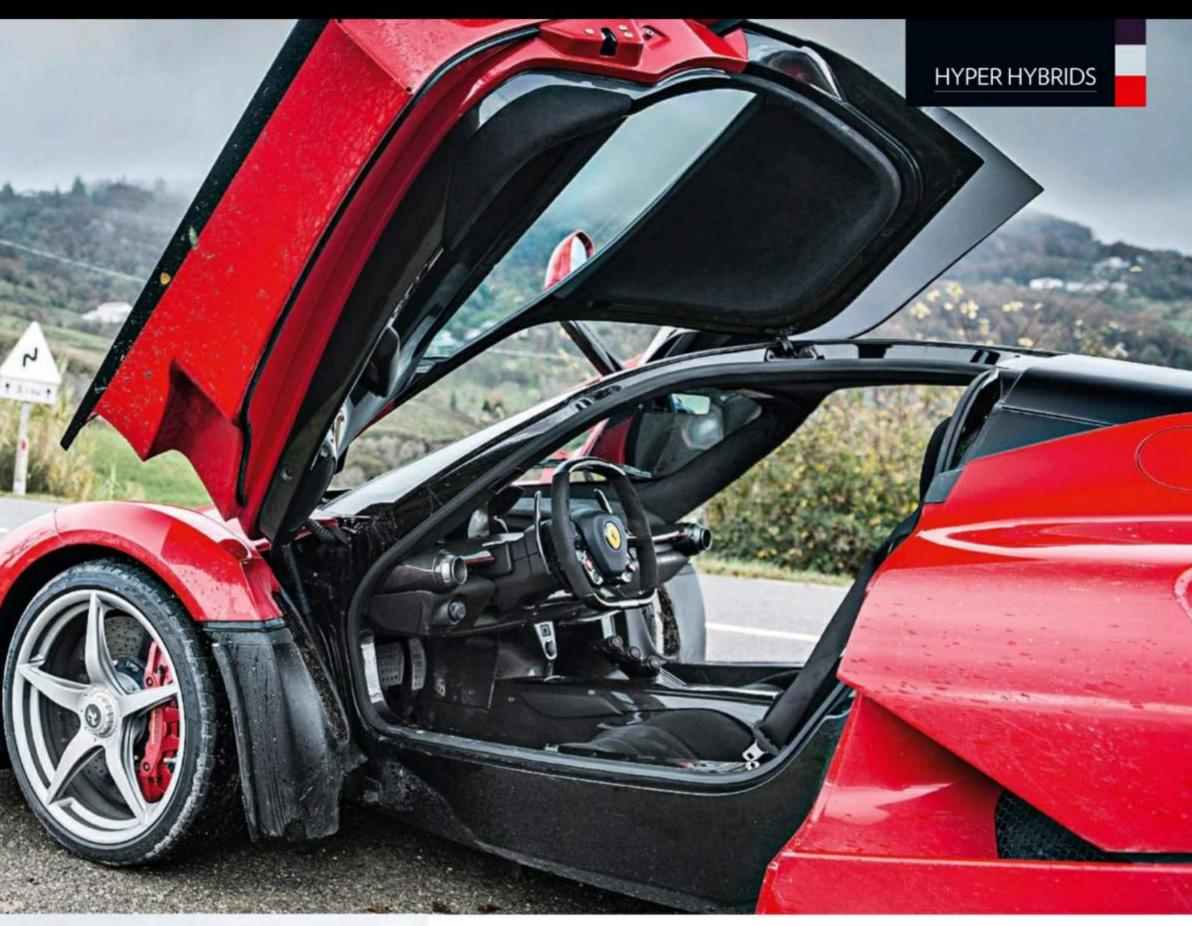
CT: In reality, every one of these cars is a different flavour of ultimate. And in the rarefied air in which the difficult decision of which to choose exists, the reality is that for many the answer will be based on looks, or brand, and no less valid for that.

The P1 was the first of this new generation, and it still feels like it's landed from another planet. As the speeds build and the aero goes to work, it transforms and takes you to a whole new level of performance, one that as a driver you would never tire of exploring. The 918, while in the same class as the P1 and LaFerrari, delivers to a broader remit, and it really is the one you could happily consider using all day every day, in any conditions. It's this breadth of ability that makes it not only a hugely impressive achievement but an incredibly attractive proposition.

Weirdly, LaFerrari feels like the end of an era, the ultimate expression of everything Maranello knows about fast delivered in one staggeringly capable and incredibly beautiful package. And that's why I'd have it. The genius of Ferrari's ultimate creation is the simplicity of its operation: this car just wants you to focus on the driving, to savour every moment. After 48 unforgettable hours in the









company of these three incredible creations, this is the car I'd take home. This really is *The* Ferrari.

TF: As Ollie says, there's more nuance to this than just stats. But I have a conclusion – nitpicky though it is. The McLaren, I learn more about every single time I step into it. It requires time and effort to do it justice, an antidote to modern performance cars that do 'it' all for you. But because you can't access all of its talents on the road (Race mode being track-only for full aero effect), I can't in all honesty give it the win. I'm not a track head, so this wonderful, brainmelting car can't be my number one.

The Porsche, on the other hand, is almost too usable. I know that sounds silly, but the idea of an 'everyday hypercar' really doesn't chime with me. If I wanted an everyday car and had this kind of money, I'd drive a Range Rover or S-Class Merc daily and have something a bit more... wild for the weekend. Yes, the 918 fills the brief Porsche set itself to the brim: it feels like the most rounded car here and is the most technologically exciting and multidimensional. But it's also not completely bonkers. A wee bit too clever for thick-headed me.

Which leaves me with the LaFerrari. Now I might be being a bit of a Luddite, but the Ferrari is the one that made my spine tingle. A purely personal application of want. To use that KERS tech to do nothing but supplement the transcendent V12 is not forward-thinking, but, by crikey, it's wonderful. It drives like I imagined a supercar would drive when I was ten years old – leagues above common, laugh-out-loud fun, stupidly fast. I'm not a fan of the Ferrari brand, and I don't think it's actually the fastest – but the most hyper of the hypercars is, for me, the red one.

Which means we finish with an unexpected result: a single, unanimous winner. To be honest, there was no particular order to the other two, the arguments about the 918 and P1 settling into a comfortable cyclical argument about ferocity versus technology. And yes, as CT says, they are all so fast that you might as well pick the car that you prefer the look, or the brand image, of – you won't exactly be left standing in any kind of race. But on these two days, through all these conditions and on these roads, there is one car that TG magazine would most like to take home. LaFerrari wins.

101



P G

McP1 and LaFerrari too pedestrian for you? Sounds like it's time to break out their extra-special, track-only versions: the GTR and FXXK



ake the fastest road cars, cars that stretch to breaking point any and all regulations. Then throw away the rule book entirely. No need to be road-legal, nor yet to meet any racing codes. "Race cars are tightly regulated," says McLaren's Paul Mackenzie. "With this one, we could go crazy. We unleashed the beast." Unleashed to the extent that when they took the P1 GTR for its first shakedown, long before tyres or aero or chassis were zoned in, it lapped Snetterton seven seconds faster than a regular P1. Seven seconds around a lap is a near-eternity. And the P1 is, well, a P1. That's

astounding speed. Ferrari reckons the FXXK makes similar gains over the LaFerrari – five seconds around Fiorano, a shorter track than Snetterton.

But right there is the objection. Why make such a fuss about lap times if you can't actually prove it by racing? Don't spend £1.98 million on a 30-off limited edition (they cost spookily identical amounts, pending exchange fluctuation). Why not just just buy a cheaper secondhand racer and spank it around at track days?

Because racing cars, Mackenzie argues, are for racing drivers. For the rest of us, close to their potential they get hostile and twitchy. He was project director for the P1 itself and now runs the McLaren

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McLaren V8 gets new pistons and exhaust, for 800bhp of combustion power. E-motor is as P1's, but rated at 200bhp - the same motor drives Formula E cars, so it has headroom. Total a nice round 1,000bhp. Weight is 100kg down on the P1

Ferrari V12 gets new intakes and cams, and solid lifters to allow higher revs, making 848bhp at 9,200(!)rpm. Electric motor now 187bhp: total 1,050bhp, to propel a car 90kg lighter than the LaFerrari



### "TAKE THE FASTEST ROAD CARS... THEN THROW AWAY THE RULE BOOK"

Special Operations division that includes the GTR programme. He says that the 650S-based GT3 racer is slightly faster than a GTR over a lap, but the GT3 is far more of a scary handful. He adds that the GT3 may corner faster but the GTR blitzes it on the straight.

In the end, a car, however fast and exquisite and limited in number, is just a car. Owning a GTR or FXXK brings something else far more special: membership of a club that has a direct personal

relationship with these manufacturers. Several times

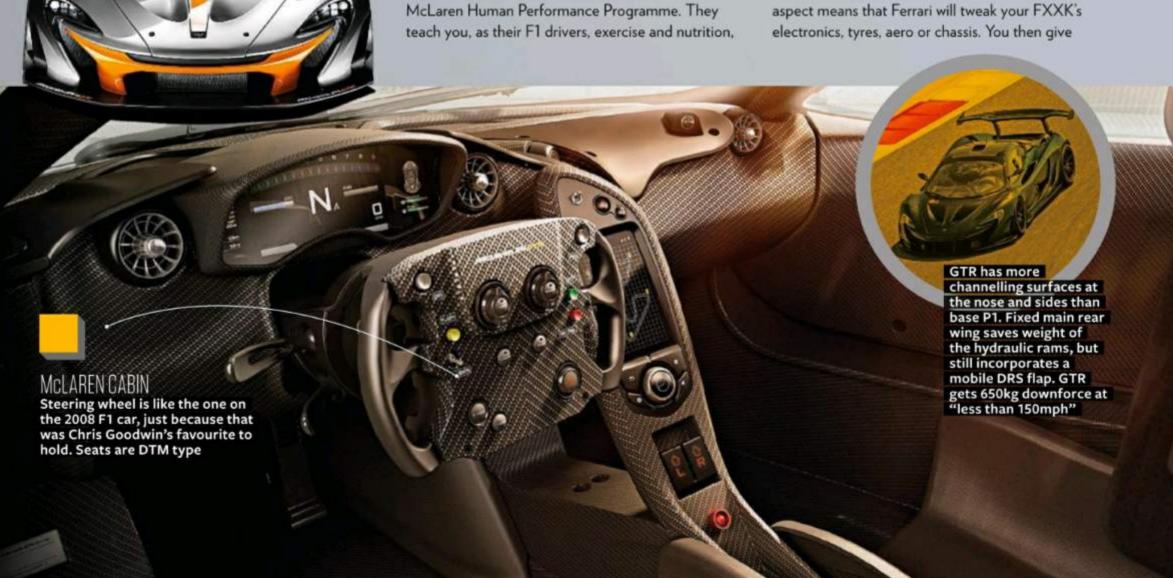
a year, the maker takes your car to a track and staffs up its pit garage. Once you're in the race suit they've provided, they hold open the door for you to strap in. You set off and do your laps, and then they help you analyse the telemetry to do better next time.

As Mackenzie puts it, "You get to be Jenson Button for the weekend." Except there's no racing. C'mon, surely all the GTR drivers eye up each others' times? Mackenzie chuckles: "Inevitably." McLaren uses six full GP tracks, and for each weekend they'll be free of all other cars bar GTRs. Your McLaren deal begins with a half-day in Woking with design chief Frank Stephenson to work up your car's livery. Then comes a half-day on McLaren's simulator, the most realistic in the business: people think they're driving the real car and try not to crash.

You also get a lengthy and personally tailored McLaren Human Performance Programme. They and how to manage jet lag and fatigue. "A GTR weekend is two days' driving, nine to five," says Mackenzie, "and you want to be operating robustly at the end." You get a one-on-one driving coach, and before each GTR weekend another half-day on the sim in Woking to learn each circuit. It's access to the heart of the company.

The owners skills are all over the map. Some are expert racers; others, pretty much track virgins. They all want to get better. "But the main aim is fun. We're not stuffy," says Mackenzie.

With the FXXK, the flow of intelligence between driver and company ostensibly goes the opposite way. Says a Ferrari spokesman, failing to sound entirely unstuffy, you're only allowed to buy a car "if you will test. You have to have the right mentality you're not just buying a toy for track days." The test





feedback. An imposition? Let's face it, no one's going to have any problem telling their mates they're a Ferrari test driver. We're told the previous FXX and 599XX fed significant learnings into today's road-going Ferraris, making them faster but easier to drive. But FXXK track sessions are shorter than what McLaren gives you. As with the P1 GTR, once you've done your test driver bit, Ferrari won't stop you taking your FXXK to other track days. It starts on a button, not a bank of laptops.

The hardware is pretty staggering. This is a

the orbit of either road or race cars. "It's not just a LaFerrari with wings," says Ferrari's test driver Raffaele de Simone. Ah, but what wings...

Both the cars are insanely fast. But the key is ordinary mortals can manage them. Mackenzie talks of McLaren staffers doing half a lap in the GT3 car and backing off with fear, but being comfortable to stretch the GTR. De Simone takes a similar tack: "Part of the target is to let everybody experience 1,050bhp. [In the FXXK] it's nice, because you can really exploit the car." He pauses, almost lost for words, before reflecting, "It's like jumping into a new dimension."

Deployable wing much bigger than LaFerrari's. Interacts with two elevated side wings known as candelabras. When wing down, as here, they act as guide vanes. Diffuser is so big it's a magnet for potholers. FXXK has 540kg of downforce at 133mph





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WALES RALLY GB



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m having flashbacks. I'm in too deep. Metaphorically and literally. Stage one, turn one of Wales Rally GB, and I already know I've bitten off more than I can chew. I fluff the first corner or many reasons. Nerves is not one of them. I feel

for many reasons. Nerves is not one of them. I feel – felt – calm. What undoes me is the terrain.

⊖ It's the day after. I'm struggling with hairpins, and balls up a vital one in Sweet Lamb. It's acute and uphill, so I don't see the ditch on the outside. We dive in. There's a solid impact. It takes eight or 10 spectators to get us out. We lose four minutes and the sump guard.

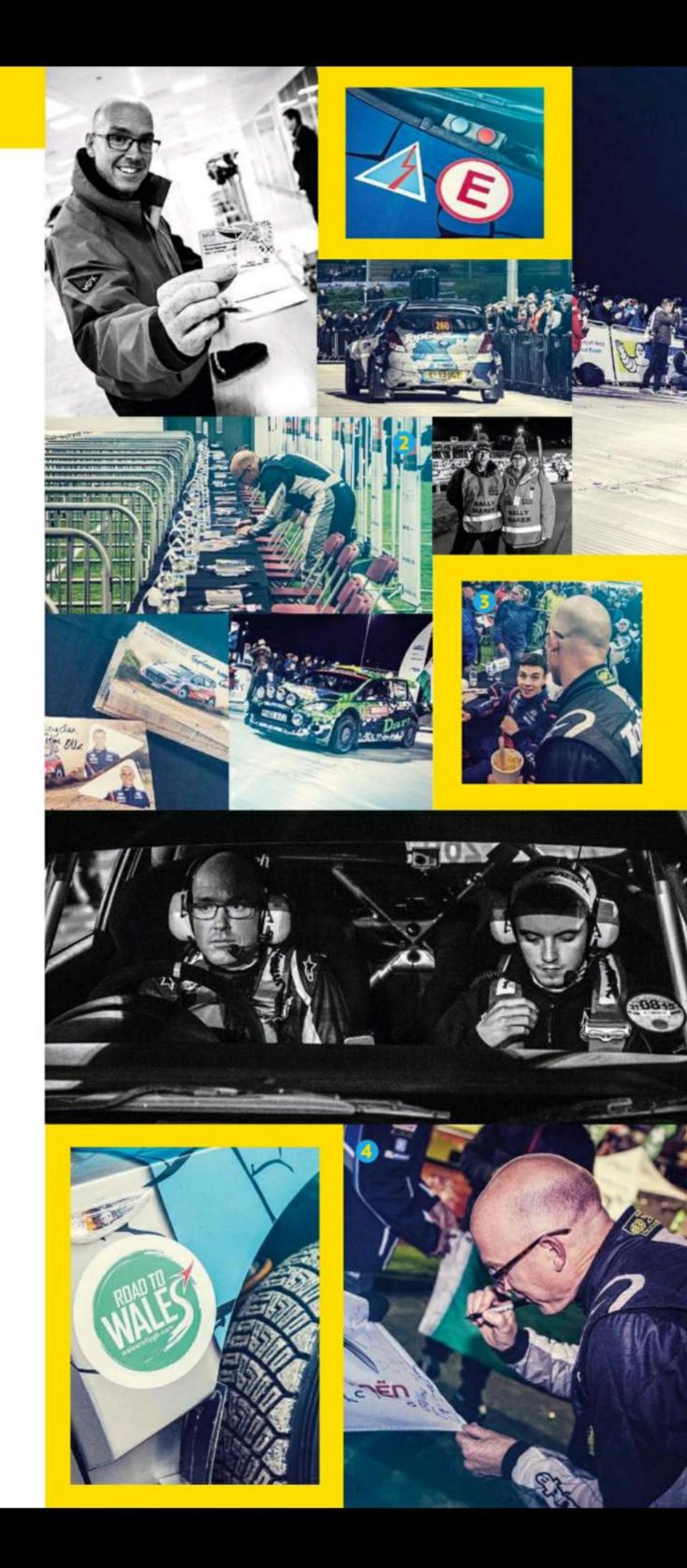
Ounexpectedly, the sun is shining. The washers are clogged with mud, so the wipers are doing a cracking job of smearing the screen. We're flat in fifth as we come out into bright, blinding sunlight.

Four of us are carrying a sheet of steel through the service area to the glass-and-steel architectural wonder that is Hyundai's WRC encampment. It weighs 80kg and has defeated our angle grinder. I wipe my muddy boots on the thick carpet, rest my spattered elbows on the desk next to the flower vase and say, "I hope you might be able to help us..."

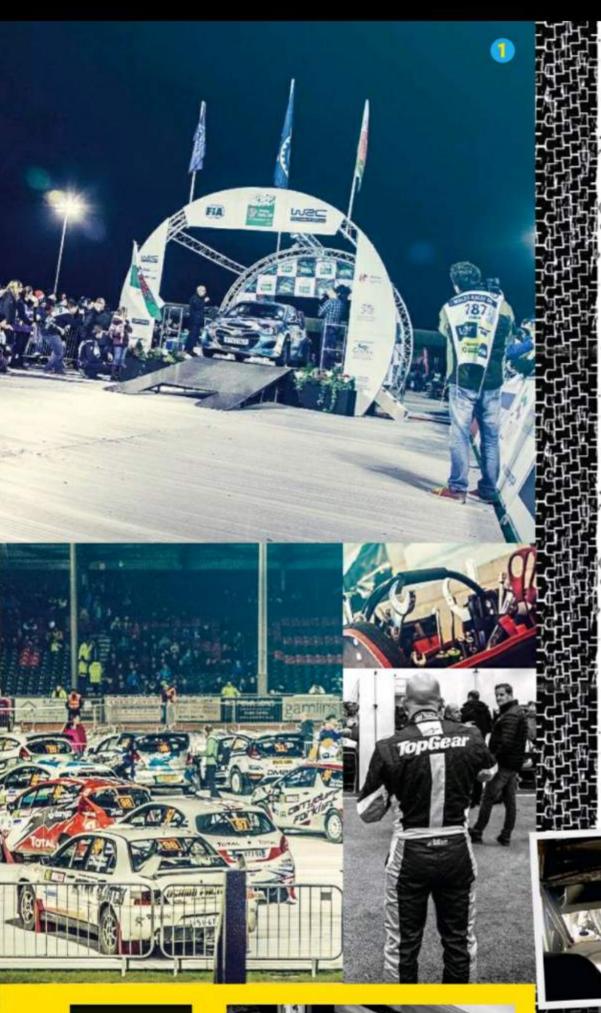
 ☐ I'm standing on the finishing ramp on Sunday afternoon. Someone presents me with a cup. It's surprisingly heavy. The engraving reads '2014 Wales Rally GB National Class Winner'.

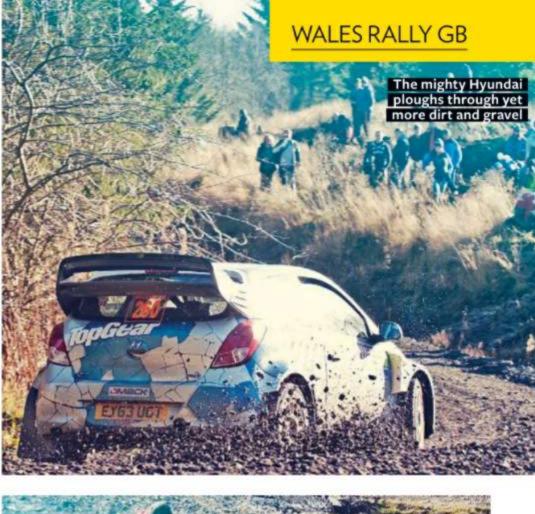
WE GOT OUR FAIRYTALE ENDING, AND IT MADE ME SO happy my eyes welled with tears. But our passage through the three days of Wales Rally GB was as rough and bumpy as the stages themselves – but what we went through wasn't unusual, it's just rallying. And, God, I loved it.

So let's go back to the beginning: Thursday 13
November. Scrutineering is at a technical college.
The car looks mighty, but we're nervous because
our ridiculous WRC rear wing might fall foul of
regulations, and we already know we're very noisy.
VERY. But we breeze it – the wing is legit (although



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its aero effects are entirely detrimental) and, with our new drilled gun-barrel exhaust silencer, we're measured at 99.9dB. And a nod and a wink.

The main rally service park at Deeside is on wasteland next to a Toyota factory. It's as bleak as it sounds. On Friday morning, our awning makes a concerted bid for freedom in the howling gales that sweep through. Mechanic Pedders is in danger of turning his hand to kitesurfing as he clings on for dear life, while Jack and I avoid the waves of water being blown over the groundsheets by standing on the trolley jack. Proper rally weather.

But after 65 miles of rattling inside the rollcaged bean can, we emerge into sun for the opening stage: Gartheiniog. 'Hairpin left' reads the first note on page one of 300-odd pages of pacenotes. Fine. What I've failed to take into account is what WRC cars do to a stage. They shred it. So, by the time we get there, roughly 100 cars have had their wicked way with the surface. That first hairpin is a rubbly

"AFTER 65 MILES OF RATTLING INSIDE THE ROLL-CAGED BEAN CAN, WE EMERGE INTO THE SUN"



- 4. Outside, Ollie gets to sign some autographs of his own. Keeps a pen handy for such occasions
- 5. Hyundai WRC enclosure has a balcony. Very posh
- 6. Outside, we butcher an i20 for its headlight (we broke ours - see opening image)





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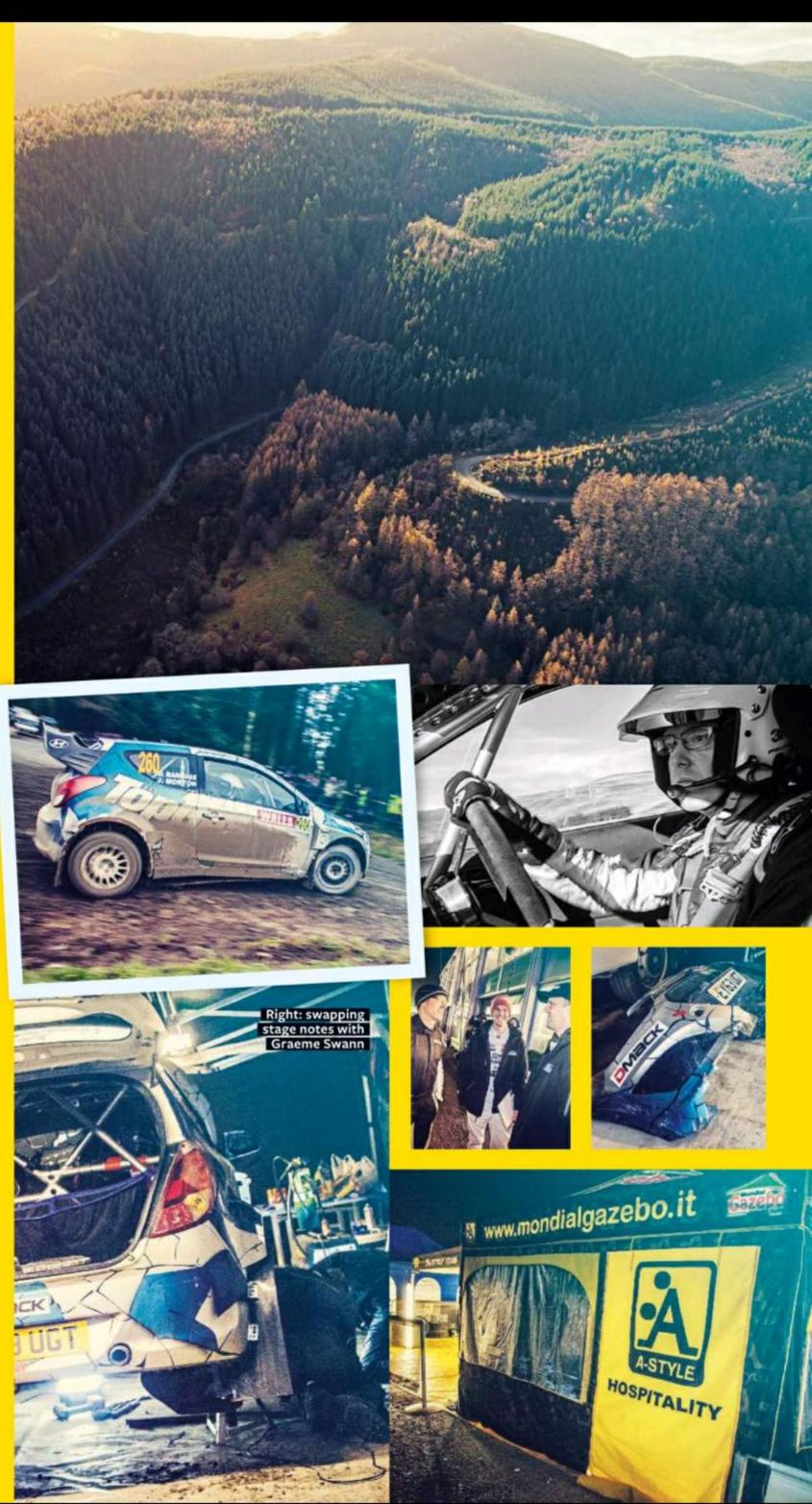


#### HOW TO BE A CO-DRIVER

I am the monkey; Jack is the organ grinder. That's how it works in rallying - we're a team, but the brains of the operation sits in the passenger seat. Jack's not just in charge of pacenotes (see below), he's also responsible for time and passage controls, navigation between stages, managing the fuel, liaising with marshals and a thousand other things. Weirdly though, the pacenotes are my job at least initially. They arrive before the rally, together with a DVD of someone driving the stages at low speed. It's my task to watch the DVD and make any amendments to the notes that I want - adding cautions, changing corner angles, checking terrain... that sort of thing. It's only the WRC teams that actually get to drive the stages in advance. Anyway, here's a rough guide to pacenotes.



- 1. Six left. In my notes, the corners match the gear. Hp is hairpin; Sq is a 90-degree turn
- The line above contains useful extra info DC is Don't Cut; Slowing is a warning
  - Underlining denotes a sequence that needs to be read with no pauses
- 4. This symbol denotes a corner that opens.
  If it's reversed, it tightens mid-bend
- 5. Numbers are distances in metres. Shorter gaps between corners have a plus symbol (called 'and'); shorter still, an arrow ('into')





quagmire and for the nine miles of stage one, I feel like I'm back at square one. Novice level again.

The grip isn't where I expect it to be, the step up in terrain and conditions is vast, we seem to surf through on the sump guard. But, I keep telling myself, it's the same for everyone. I later find out we were only five seconds slower than Jimmy McRae in his V8 Vauxhall Firenza, and just ahead of a chap in a Metro 6R4, but at the time I was just amazed we hadn't been caught by the bloke behind.

It's not until stage three that my technique improves and I begin to find a rhythm. Just in time, as this is the iconic Hafren-Sweet Lamb stage, and I'm desperate to go well through here. Which might explain why I kept my toe in at that hairpin...

We're beached, and by the time I find reverse, Jack is already on the bonnet trying to bounce the car free, while exhorting spectators to "stop taking pictures of the car, it's not like Jeremy's driving it", and come and lend a hand. Meanwhile, my rally world is busily falling to bits around me. I curse myself at length.

Then suddenly I feel the car get traction. YES! "Front's a mess; we're in trouble," Jack says, before urging me to keep it flat through the water splash. Ruddy co-drivers. There's now a dragging sound from underneath, but I'm determined to hit the jump at the end of the stage as fast as possible. Flat in third. That stops the dragging sound.

There's no dragging sound now as there's no sump guard. We're taking stock before the fourth

#### "MY RALLY WORLD IS BUSILY FALLING TO BITS AROUND ME"

and final stage. The tally also includes a broken radiator mount (important), one skyward headlight (amusing) and the front bumper is, well, buggered. But with no sump guard, we're taking a big risk – if a rock flicks up and holes the sump, we're done for. So we crawl through Maesnant at half speed, every underside scuff making us wince and clench.

It's dark when we get back to the overnight service area. It's been a quiet drive back – I think there's a bit of mutual blame going on. Spirits lift when we get there, as our team has been beyond proactive, tracked down a metal fabricator and bought a massive sheet of 5mm-thick steel plate. It's like tank armour. Leaving Pedders smashing stuff with a lump hammer, we haul this over to the WRC team, who instantly misunderstand what we're after and try to give us one of their spare sump guards. I expect it's made of titanium or something, but we go with our lo-fi solution.

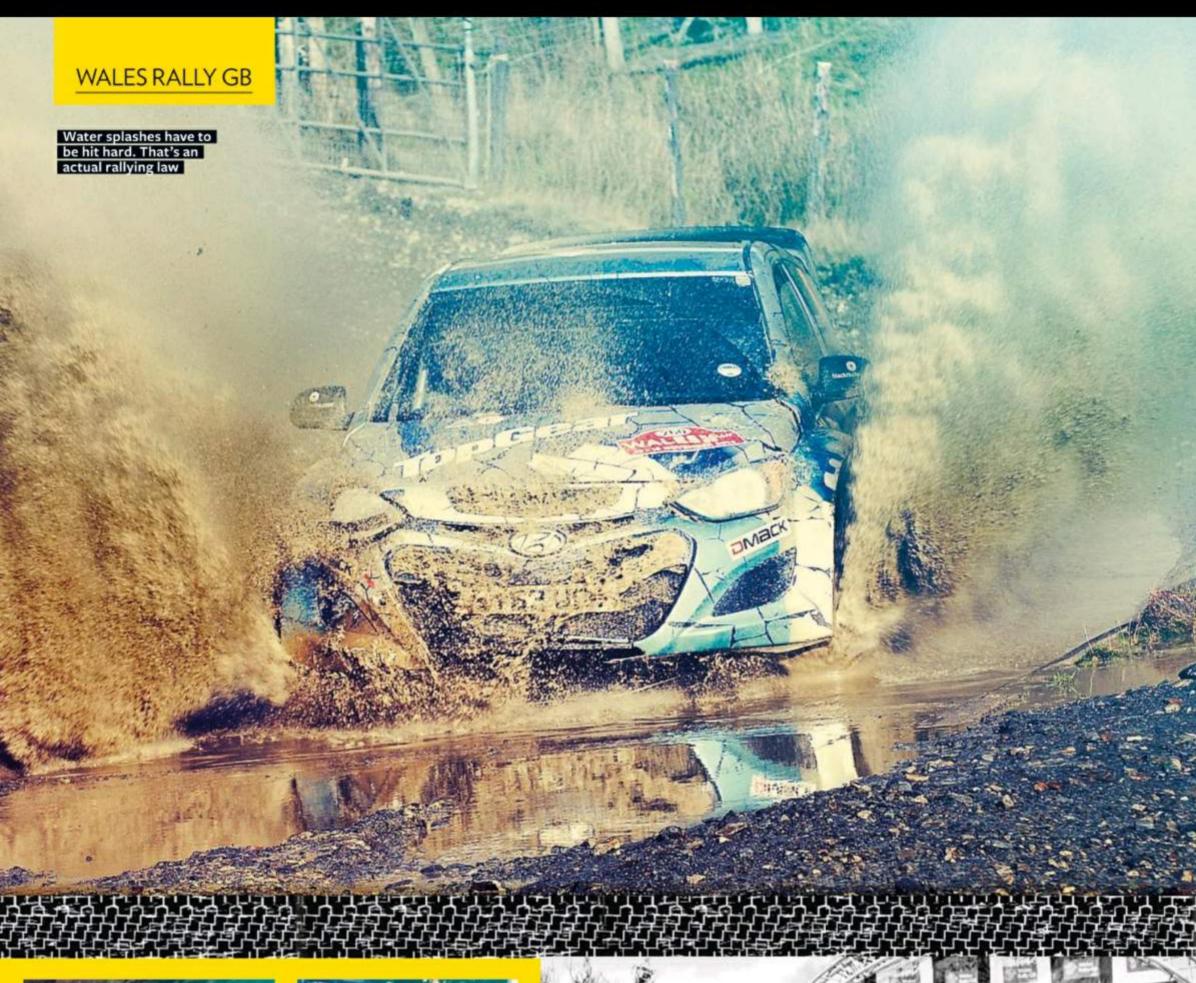
"Look at it this way," mechanic Bert tells me between fiery blurts from the welding torch, "at least understeer is not gonna be an issue."

I find my groove on Saturday. I hadn't given so much as a thought to stage times or positions on Friday, but I finally feel like I've got some brain bandwidth available. We have a steadier day, a day in which we only need to call on spectators once when reverse gear fails to engage when I – somewhat inevitably – cock up another hairpin.

The car is running beautifully, I'm tapping pedals, twirling steering, actually listening and responding, now at ease with the roughness of the stages, able to marvel at the car's ability to soak up fantastic punishment and be so forgiving when I do get it wrong. Cheering spectators are out in force, and I adore giving it full beans as we howl past.

Jack realises I'm getting carried away and starts with the "come backs" and "easy nows". But that's what a good co-driver does – manages the car and the driver. To be fair, Aberhirnant is so intimidating I don't need to be told to slow down, and I am a bit concerned that the 'box has got a lot stiffer since we came out of Clocaenog East. Then we clobber a rock, and the noise doubles. Having previously been reliably informed that the only car louder out here is a Lancia Stratos, our holed exhaust surely has us in top spot now. This makes me inordinately happy.

As does Dyfnant. For some reason the WRC cars, in whose footsteps we follow, have had their runs though Dyfnant cancelled. Which means we











WOULDN'T HAVE HAPPENED WITHOUT....

It's Jack and I who get to stand on the podium, but it's the boys from 586 Group who deserve the credit. So thanks Steve and Callum Black, Steve Peddlington and Alberto 'Bert' Solara. Your welding skills know no bounds. Hyundai WRC loaned us panels, the MSA kept us under control and the marshals and spectators on every stage were a massive support. Thanks, all!

National rally cars find the playground in cracking nick. What follows is 12.69 miles of utter joy. We dance down smooth, sealed tracks through this forested wonderland. For the first time, everything comes together. Rallying is not easy, listening intently to someone while you try to drive as fast as you possibly can through a forest requires the sort of multitasking brain division that's usually beyond me. But somehow it comes together, and I'm flat over puckering crests and attacking blind corners.

Saturday ends at Chirk Castle, a Mickey Mouse mile-long tarmac stage around a country house. Naturally we have our best result of the whole rally – 28th overall, fourth fastest FWD car. It's enough to raise us from fifth in the B2 (1.6-litre, 2WD) class yesterday to second today. Apparently we were very popular through there, not just because of the noise, but because the whole underside of the car is glowing orange when I lift off. Yep, flames through the holed exhaust. I drive the whole way back to the service area lifting off whenever I can.

When we get there, we discover the stiff gearbox was due to a cracked engine mount. That's how rough Clocaenog was.

Sunday starts with two runs through Kinmel Park, another easy-access, spectator-friendly stage. We're waiting our turn when there's a cough and a clatter as car 227 exits. He's our class-leader. Jack and I give each other a look. If he goes out, we're in the lead. But we'll be a scant two minutes ahead, and the three people behind us are in Ford Fiesta R200s, which have at least 50bhp more than we do. One of them is being driven by ex-England cricketer Graeme Swann. Gotta stay ahead of that one.

Back in the TG lair,

wearing its Welsh

dirt with pride









OLLIE MARRIAGE: B2 CLASS WINNER, WALES RALLY GB 2014

We're clean and on the pace through Kinmel, although the soft earth has been chewed away, so we're basically rattling through a trench. The rally finishes with Alwen and Brenig. They're more like battlefields than rally stages. Fog and rain have closed in, spectators huddle with hunched shoulders, exhaustion means there's less banter between the cars, the atmosphere is more subdued.

How we make it through, I don't know. Brenig is a grey-green mashwork of gloopy mud, vicious rock, dark pine and moorland. It's catastrophically tough. It's the final stage, the one people will be taking easy, and yet I see five cars embedded in the scenery. A mile from the end, I nearly join them, turning in just as I had for the previous corner, but instead of grip and a mobile back end, I get terminal understeer. We spear straight off the road. In these situations, all you can do is keep it planted and hope. We're lucky. We pop out. My heart is in my mouth for the final yards, and all I feel when we flash through the final timing beam is relief.

We stop just past the finish to go through the routine of removing helmets, having a quick drink, checking the maps and car, but this time we're both daftly elated, grimy but grinning like loons. All we have to do now is drive 28 miles back to Llandudno, and check in at the final time control. A few miles up the road we spot Carl Tuer's MG ZR, car 227, pulled up by the side of the road. If he doesn't make it back, and we've held off the others, the class win is ours.

Halfway back, my phone pings with a text. It's one I'm never going to delete. It confirms we've finished 42nd overall in the National section of Wales Rally GB, and first in the B2 Class. With gentlemanly reserve, Jack and I shake hands.

"WE SPEAR OFF THE ROAD... I KEEP IT PLANTED AND HOPE"



CLASSIFIED://

#### HOW TODESIG

CAB-BACK STANCE HARD, SHARP FLANK INTEGRATED SPOILER WHEELS PUSH THROUGH BODYWORK BROAD TRACK

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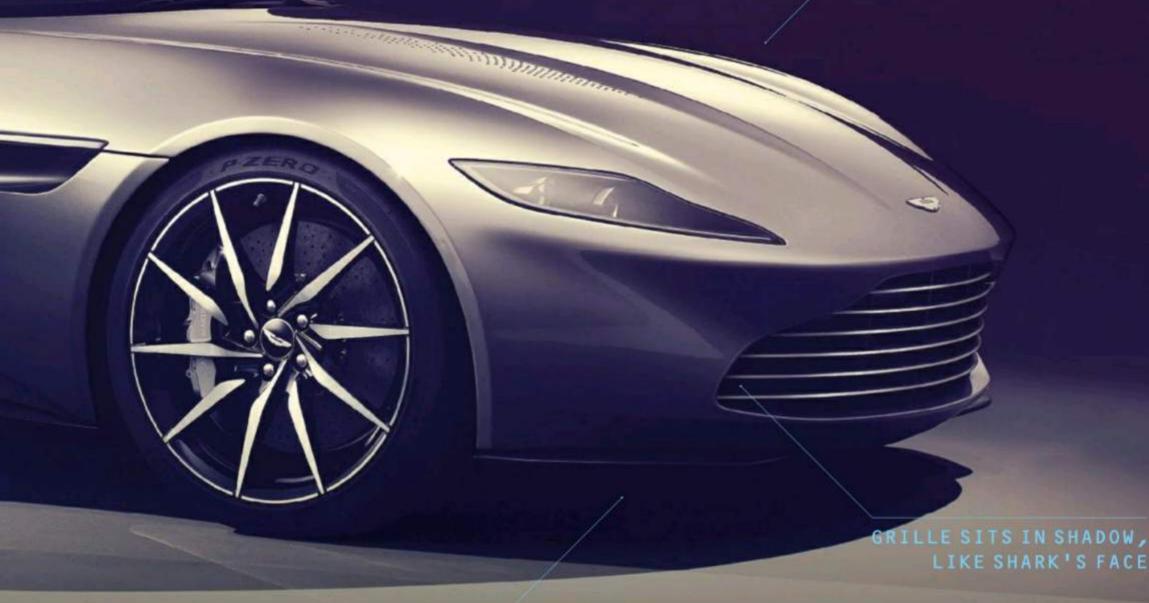
#### N A B O N D C A R

The modern secret agent must remain anonymous, unnoticed. How better to do so than in a bespoke, bellowing Aston Martin inspired by sharks?

PREDATOR AESTHETIC WORDS: SAM PHILIP

CLEAN, ATHLETIC LINES

EXTENDED BONNET



ASTON'S LOWEST-EVER NOSE

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he name's 10, DB10. At a celeb-heavy ceremony at Pinewood Studios in December, director Sam Mendes hauled the sheets

from a previously unseen Aston, declaring it one of the stars of Spectre, the 24th Bond outing, set to hit cinemas in late 2015 with Daniel Craig reprising his role as the world's finest fictional spy lothario. Perhaps it's no surprise for a company car endorsed by the shadowy boffins at MI6, but, beyond its name, information on 007's new ride remained highly classified: no word on whether the DB10 would pack Death Lasers and Adaptive Seduction Technology, whether it previewed a future production car, or even what secrets lay beneath that long, long bonnet. So TG whipped out its brightest spotlight to interrogate DB10 creator, Aston Martin design director Marek Reichman, for the truth. The truth, dammit!

#### TG: How did the DB10 project start?

MR: In my first meeting with Sam Mendes, he described his idea for a new, unique Bond car. A poster car for every boy who watches James Bond for the first time. My interpretation was that he was talking about a brand-new DB5. Classic yet sporting. A tool, a machine, a scalpel and not a kitchen knife. That's what Sam wanted, for this to be Bond's simple, pure Aston Martin. Just like the original DB5 was.

TG: But it's not a pastiche of the original DB5?

MR: Absolutely not. We don't do retro design in that respect. Sam said, "We don't want a parody, otherwise why not just get an original DB5?" This had to be modern and unique. The

TG: What's under the DB10's skin?

future generation of what the DB5 was.

MR: The underpinnings are V8 Vantage. It has a longer wheelbase than a V8 Vantage, and an incredibly wide track, almost the width of a One-77. The engine is exactly as you might expect, a 4.7-litre V8... but maybe there's something there you won't expect. We want to focus on what James Bond's hands are doing. That may give you a hint. TG: Um, OK. Why DB10, if it's related to V8 Vantage and not DB9?

MR Because it's a modern interpretation of



DB5. The association of Bond is with DB cars. The underpinnings of the Vantage are only there to create the car. It doesn't share the proportions. We've had so little time to create the car, you have to use what's in your tool kit. TG: What's new for Aston in the DB10's design? MR: Proportionally, it has a very extended hood and the cabin sits a long way back. There's a very simple, elegant line that runs down the side of the car, all the way from the top of the fender, that becomes the top of the door and forms over the rear arches. It's a hard, sharp line. The wheels are then pushed through that skin. The biggest change at the front is that the grille is all on a negative surface, like a shark's face. This car has the lowest nose that we've ever produced. But it's not aggressive. Aggressive is a lot of cuts, a lot of apertures. This is about purity, simplicity.

TG: Has the grittier direction of Daniel Craig's Bond influenced the style of the DB10?

MR: Definitely. The character now is closer to the original, darker Bond, who is very much an athlete when you see him. I wanted the car to have a similar appearance. Daniel Craig has definitely been in the gym, and I wanted the

## "THE DB10 IS A PREDATOR. I WANTED THIS CAR TO LOOK LIKE A HUNTER..."

car to have the same sense. It's a predator. I wanted this car to look like a hunter.

TG: Is that a reflection of Bond's newfound darker side?

MR: Whether you look at this as a direct or subliminal designer's message, the grille is all in shadow. There's a darker feeling to the car.

TG: How much is this a car for a film, and how much is it a hint at the future Aston styling?

MR: It's very much a 10-off car for the movie.

Of course we're going to take some influences from it, looking forward. Why wouldn't we?

But it is a movie car, a new-from-the-ground-up car for James Bond that has that iconic association the original DB5 had with Connery.

This becomes Daniel Craig's car.

TG: No pressure, then...

MR: When you become a designer, that's what you dream of. Someone comes up to you and says, "We'd like you to design a ground-up Bond car, based on the original DB5." You say, "Great, when can I start?"

TG: You're building 10 DB10s. Are they for sale?

MR: They're solely for film use. Some may get destroyed. They'll be treated harshly, used in real stunts. When you see the car in the movie, it's not CGI, it's got a real driver in it, and it's being pushed to its limits.

TG: How does designing a film car differ from designing a show concept?

MR: We have to think about how this car moves, how it looks on film, how it looks if it's being chased, how it looks from many angles. Then we get into the gadgetry...

TG: Ah yes, the gadgets. Reveal all, Q...

MR: No [laughs]. I wish I could. When the car was unveiled by Sam, it was introduced as "the first member of the cast". It has a big part to play in the story. It's going to do some things you maybe wouldn't expect.

TG: Such as?

MR: [Pause] Let's just say... there's a relationship they [Bond and the DB10] have, and not in the way that he has a relationship with some of the Bond girls. That relationship becomes apparent in the movie.

TG: The Bond-Aston love affair is half a century old. Why does it endure?

MR: We both have this element of mystery. An international flavour, yet a British heart...

#### FIVE OF OUR FAVOURITE BOND CARS

#### TOYOTA 2000GT

You Only Live Twice

Sean Connery wouldn't fit in the tiny, beautiful coupe. So Toyota built a pair of 2000GT cabrios for YOLT

#### LOTU

LOTUS ESPRIT The Spy Who Loved Me

It's a Norfolk-built submarine that can fire rockets and drop mines. An apogee of humanity, for sure

#### **ASTON V8 VANTAGE**

The Living Daylights

Timothy Dalton's Brit bruiser got lasers, missiles and armoured glass – aka Russian businessman spec

#### BMW Z8

The World Is Not Enough

Not the best-driving BM, but pretty and rare. Even rarer after Bond's Z8 got bisected by a helicopter chainsaw

#### ASTON MARTIN DBS

Casino Royale

Craig's first outing as a brooding new 007, and the car to match. No silly gadgets, one massive massive crash



















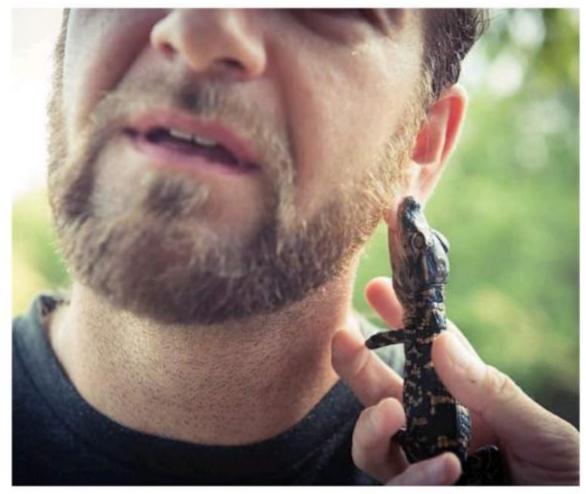


# HAVE JUST BEEN BITTEN BY AN ALLIGATOR.

Admittedly, the 'gator in question is only 10 inches long, and being lightly chewed by a common American *Alligator mississippiensis* in the first couple of years of life is more uncomfortable than fatal, but still, it left a mark, and it makes for a better story than the feeble yet numerous welts left by mosquitoes that currently occupy roughly a third of my exposed skin. The Everglades, it has to be said, are chock-full of biting things. Things that crawl, slither, swim and fly through the swampland of southern Florida, all intent – apparently – upon feasting on imported British flesh. The only place to escape from such carnivorousness is to jump into the car, in this case the new Mulsanne Speed, Bentley's über-limo, a giant burnt-orange behemoth that represents the Crewe firm's new range-topper. It sits glinting in the soft southern light like a particularly unselfconscious ode to excess: massive, solid and patently, reassuringly expensive.

There's a burly thump to the doors, a density and meaty perfume to the interior space that reminds you what you're paying for, and a five-foot alligator lounging on the centre armrest. Oh. This one is slightly more ambitious than the yearlings, what with teeth that crowd its jaw so fully that they escape the event horizon of its actual mouth. We stare at each other for a bit, and if you've ever tried to out-stare the vertical slit of an alligator's pearl-yellow eye, you'll know who blinked first. I'm... unsure of what to do next. It's true that Mulliner -Bentley's personal commissioning department - will trim your Mulsanne pretty much any way you want it, but I thought that generally involved skins rather than accessories that eye your exposed parts with patiently reptilian hunger. But this is what you get when you make friends with people who own an alligator farm, and decide to take pictures with a Bentley. And while our reptile-wranglers Luke and Mario are busily arranging alligator flesh for us, we also discover an airboat captain called Quentin who has an exact replica of a Bentley emblem tattooed the length of his left forearm. You just couldn't make this stuff up. It's quite overwhelming. So the stowaway and me just sit in amiable man-and-misplaced-dinosaur silence until someone comes to help. Then photographer Jamie and I fire up the Bentley, and head further into the Everglades. After all, it can't get any weirder.

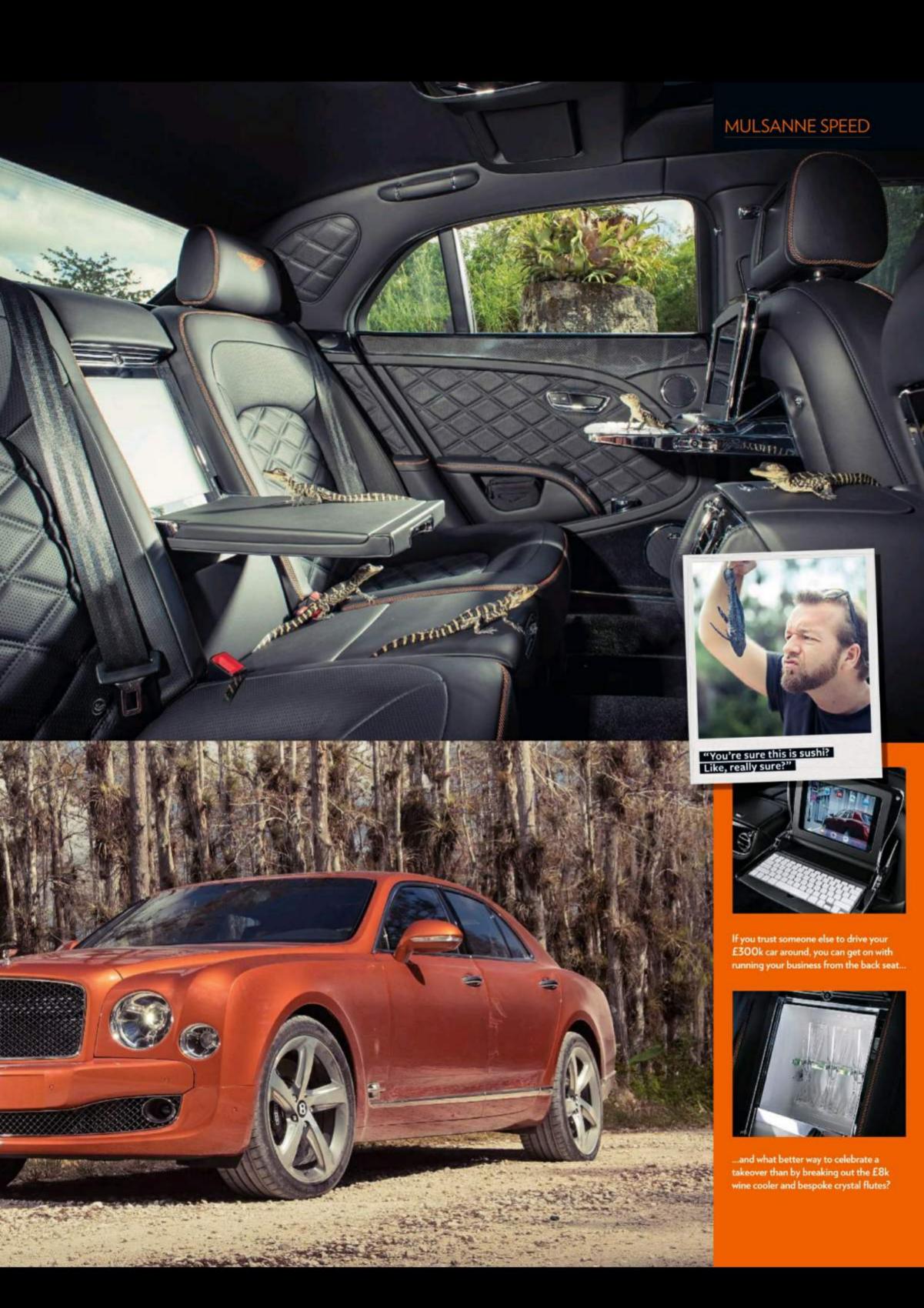
Obviously, it can. Several hours later, while trying to find a corner other than a 90° with a stop sign, and on a dirt road that slices between monstrous acreages of swamp, a disturbed and furiously beating heron drops a fish on the Bentley. Literally. An armoured lump that looks like a cross between a horseshoe crab and catfish, strangely heavy and thoroughly dead. We identify it as a half-rotten Floridian plecostomus and throw it into the water only for it to dart away, very much alive. Alive after having been attacked by a large predatory bird, dropped from 30 feet onto a British limousine, kept from the water and then prodded by an inquisitive human. They build them hardcore around here, sticking to the mitochondrial blueprints of prehistory. But it sure wasn't pretty. Everything here seems a bit... primitive. Effective, yes, survivability off the scale, but you get the feeling the fundamental premise hasn't changed in a very long time.

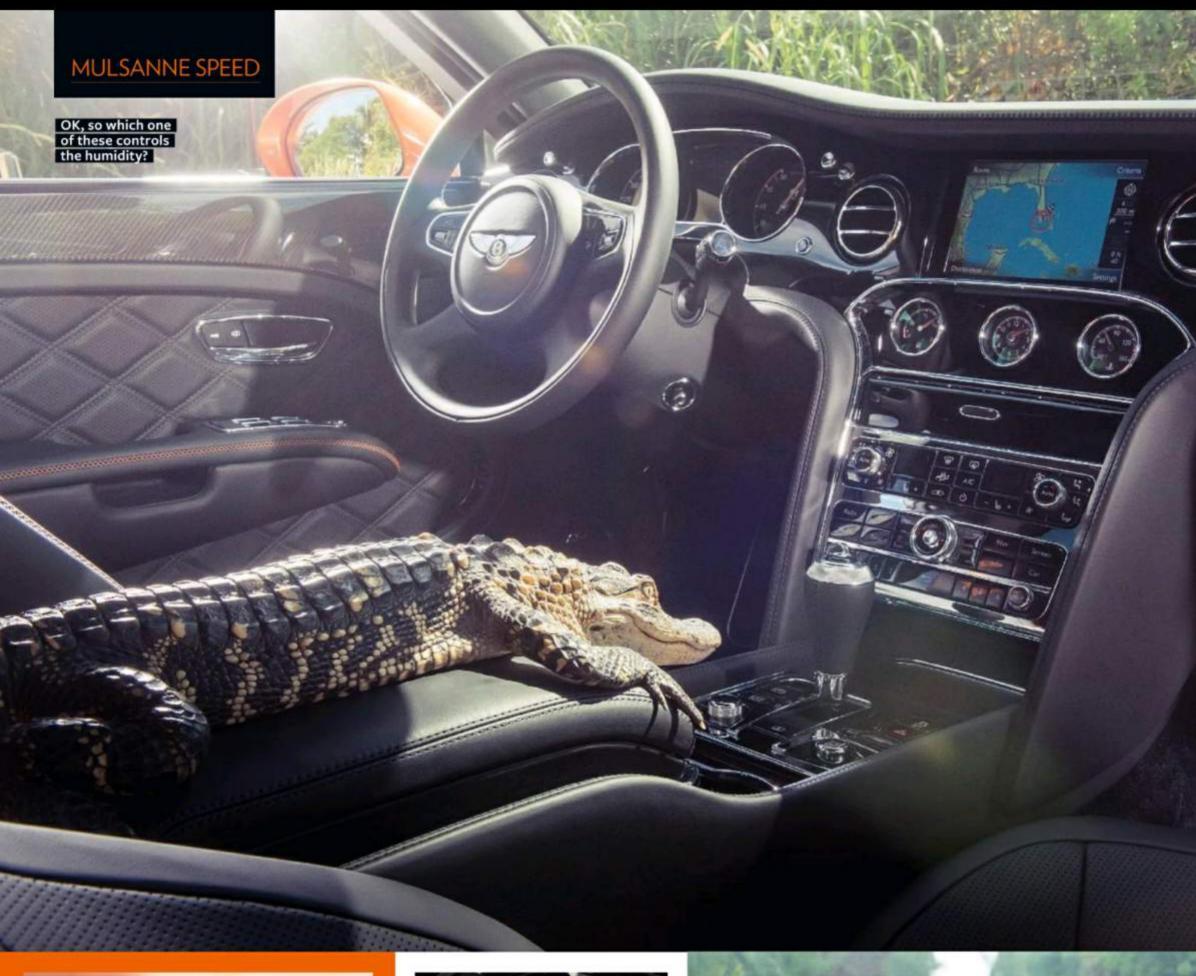
























Reptile meets TopGear.
TopGear looks worried

The same accusation could be levelled at the Bentley. It's the latest in a long line of generously proportioned limousines/grand tourers with sporting bent, traditional high-class powerhouses. And even if the current Mulsanne isn't exactly fossil-worthy (having only appeared in 2010), the last standard-bearer survived from 1980 until '92 (pre the Arnage), and the 6.75-litre V8 that powers it can trace its ancestry back to the late Fifties. In car terms, that's eons. There have been changes, mind. The latest version of the engine featuring in the Speed produces more than 150 per cent more bhp and torque than its grandfather, yet has 40 per cent better fuel economy and produces 99.5 per cent less rubbish from the exhaust. In fact, there's a rumour that the 2014 engine should be able to idle using nothing but the emissions of the 1959 motor. Which is a wonderful pub fact.

Time's eternal march also means that with all of the changes and refinements – plus a pair of decently sized turbos – the six-and-three-quarter also manages to propel the big orange bus with vim and vigour. It may only have 25bhp more than a standard Mulsanne to give a total of 530bhp, but it also has an extra 59lb ft. That amounts to a barrel-chested 811lb ft of torque, this time delivered from a snake's belly 1,750rpm up to 4,200rpm, rendered across that spread as a featureless plateau. The Speed may be several metres of massive and 2,685kg of precious, but the way the new engine makes torque

is gravitational, and energetic enough to force 62mph in a faintly bizarre 4.9 seconds, 0–100mph in 11.1 and on to a top speed of 190mph. At that speed, you're talking about an awful lot of potential energy and momentum.

It's worth noting that it doesn't feel like it. What with the double glazing and a small hatchback's worth of sound-deadening, the Mulsanne always feels beautifully isolated, all the better for fending off Evergladian nature. The only real impression of physical speed is the fact that the Mulsanne rears up slightly under hard acceleration, and firmly dumps the cars in the windscreen into the frame of the rear-view mirror. It's quite a disconcerting trick at full throttle, mainly because of all that thumping torque and feeling of inexorable mass – something this big really shouldn't be able to haul like it does. It's like

watching an elephant gallop off like a greyhound.

The thing is, we're in Florida, in the Everglades. Which means dyke-straight roads and sea-level views. The speed limits are low, the potential to challenge the Mulsanne's speedy nature hard to find. We constantly cut through back roads looking for something interesting to drive on, and get gradually more and more involved in the backcountry. It really is an odd environment, this. The overriding impression is that the swamp is a patient place, a locale that never rushes. There are no grand framed views, or striking mountains, no epic natural focal points. The predators tend to be of the ambush variety, quiet and still. And yet it's beautiful, and absolutely stuffed to the lungs with animal life. Great meadows of swamp grass standing in two feet of water make for a whispering, twinkly horizon. Stands of drowned trees add a faint whiff of haunting and Scooby-Doo. Lumps and stutters of hillocks give brief respite from the water, breaching the surface like the backbone of some giant animal. It's all resolutely flat, so there's a gaping maw of wide-open space, a drowned safari where the lions are replaced by alligators. It is also, invariably, very straight. With no natural obstructions to negotiate, the road building tends towards the unimaginatively practical and crow-flies tactical.

Still, there are worse places to be than in a Mulsanne. The eight-speed ZF auto 'box flickers through its ratios with immaculate timing, and although the air suspension has been retuned for better reactions, the Speed never feels anything less than composed. It rides regally, and because it's so damn big, you get a real feeling of power - only an SUV has a taller seating position, and even then not by much. Play with the Drive programmes on the small rotary dial on the centre console, and you can alter various settings like steering weight, throttle response and suspension damping. Do so, and although you don't immediately change the essential nature of the Speed, you can tighten it up quite considerably - and it starts to feel properly quick. If anything, it gets most surreal in Sport, simply because the torque is limited in the lower gears to prevent great gobs of wheelspin (and traction-control intervention), which is out of character for a car like this. Thus, you get a feeling of more power the faster you go. It's characterful and exceptional, and one of the times that the Bentley starts to have a much more defined sporting nature than, say, a Rolls-Royce Phantom. Which is equally big and stately, but not quite so keen. But it is getting a mite frustrating. We've done a fair bit of accelerative investigation and subsequent deceleration (the brakes are mighty, but can fade after a few - ahem - decent stops), but not much actual cornering. We stop for the night, and I make some phone calls. I have an idea. It is probably not a compliment when most people wince when I say that.



Somewhere I can finally find out whether the Mulsanne Speed is actually any good at going fast in something other than a straight line. The Homestead-Miami Speedway: 1.5 miles of oval, with 18–20° of variable banking and a lap record of 1 minute 13 seconds. It's also the place where the final race of the NASCAR season is traditionally held, a race that took place... yesterday. So there's quite a lot of clearing up being done after Kevin Harvick's Sprint Car Cup Series win 12 hours ago – and although his trailer is still in the paddock, we don't dare knock. After a little red carpet impostorship and pit garage preparation while we wait for the track to be jet-dried – apparently if the tarmac isn't

prepared after rainfall, you can literally slip off the banking – we head out for a bit of Speedway action.

Now, obviously, the Speed was never intended as a track car, but you do get a certain thrill from booting such an imperious battleship around a NASCAR oval, for no other reason than it looks spectacular. The adaptive cruise control bongs mournfully, irritated at the amount of lateral lean in turn two, but the Speed's composure is nothing short of extraordinary. Where it should feel massive and blunt, it's actually quite wieldy, tracking straight and true, carving through the odd apex with grace. No, you never really rid yourself of the impression that this is a big car, but it certainly doesn't wallow like you think it might. In fact, the Speed starts to manage two quite contradictory personalities: a 'sporting limousine' is about as daft and pretentious as it gets, but somehow you begin to understand where the Speed meets the brief. It's not a track warrior -I'm not sure the brakes would be up to it, though there is a carbon-ceramic option on the list - but there's a definite feeling that even though there's a private jet's worth of legroom and iPad-laden office space in the back, this is a Mulsanne that you might be more prone to drive than be driven in.

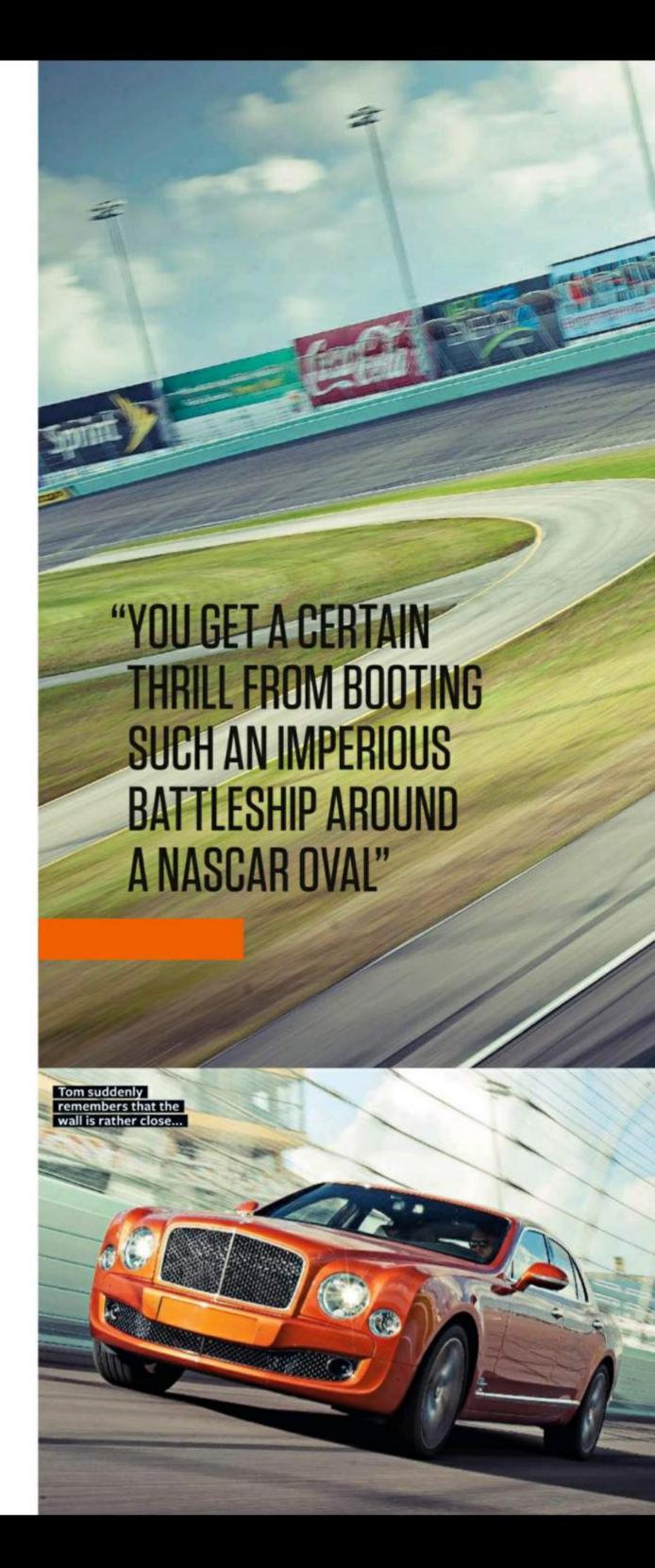
Which is exactly what Bentley was aiming for. I'm not sure the company was exactly thinking that many Mulsanne Speed owners would be marvelling at the car's stability at the exit of turn four of a NASCAR track, the scuffed and scraped wall and catch fencing blurring past inches from the passenger window, or revelling in the basso-bellow of the V8 as it pulled away from a famous start line, but as far as it's possible to do two contradictory things at once, the Mulsanne Speed is doing a grand job. It's the rub-your-tummy-pat-your-head of automobiles.

Just as we complete what must be our eighth lap somewhat off prototype record pace, it has to be said and the wall inches ever closer, I suddenly remember that this is not a cheap option, and slow down a bit. The Speed costs £25k more than a standard Mulsanne, and the version we have here is a healthy £306 grand, thanks to decidedly profligate optioning including more than £20,000-worth of entertainment specification, eight thousand pounds of refrigerated bottle cooler (plus bespoke crystal champagne flutes, obviously), three and a half thousand pounds of Hand Cross Stitching and a couple of grand's worth of Carbon-Fibre Waistrail Inlays. Plus other stuff. It's a bit confusing that such things as adaptive cruise control (£2,920) and a rear-view camera (£1,400) aren't standard, but, hey, I'm not a millionaire, so perhaps they don't notice that you get all that stuff on a VW Golf GTI for nothing.

That's probably missing the point, though. If you have to ask the price and all that. I doubt many Mulsanne Speed buyers are going to haggle. All I can think is that they'll be buying something faintly exceptional. No, I don't think the Mulsanne is the prettiest limo out there, and I wasn't convinced by the idea when we started. But the Speed is a strange, beguiling amalgam of the old and new, the fast and the luxurious. It's contradictory, but wonderful. Like the Everglades, there's a whole lot more going on just beneath the surface. And also like the Everglades, a lot of that has more teeth than you assume.

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## VIVELADIFFÉRENCE

Peugeot dominated Group B rallying and the Paris Dakar with the 205 T16 thirty years ago. Now it has a new challenger for the Dakar title: the 2008 DKR. Does the young pretender have what it takes to live up to the legendary supermini?

WORDS: JASON BARLOW / PICTURES: TOM SALT AND ROWAN HORNCASTLE











efore we come to the new 2008 DKR,
Peugeot's historical involvement in
Dakar requires a little qualification.
And the 205 T16 is one hell of a
lum vitae. Group B was a mutant Eighties
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env is nevertheless seared on the memory

curriculum vitae. Group B was a mutant Eighties rallying breed that lived fast and died young, but its progeny is nevertheless seared on the memory of petrolheads the world over. The Audi Sport quattro, Ford RS200, Metro 6R4 and Lancia Delta S4: listen hard and you can still hear the sound of gravel ricocheting off rock faces.

Perhaps the most monstrous metamorphosis of all involved Peugeot's 205. An innocuous innocent, Peugeot's motorsport men pumped it full of steroids and moved its engine to the middle to create the T16, the WRC titan that trounced the competition in 1985 and '86. But it couldn't last. When Henri Toivonen plunged his Lancia into a ravine during the '86 Tour de Corse, the car exploded, killing him and his co-driver. Group B was deemed too fast, too powerful and too dangerous to continue.

Peugeot switched its focus to the Paris-Dakar instead, an unfeasibly tough rally raid into the Sahara and beyond. As a way of promoting your product integrity, it was an impressively left-field move. And effective: Peugeot won four times back-to-back between 1987 and 1990, racking up 48,125 gruelling kilometres in the process. Now, with its Formula One, Le Mans and further WRC adventures (not to mention a new Pikes Peak world record) in the rear-view mirror, Peugeot is back in Dakar. The new 2008 DKR looks suitably nuts, and with Carlos Sainz and Cyril Despres at the wheel, it has the drivers to match. "We are perfectly aware that the Dakar is a very difficult event," Peugeot's CEO Maxime Picat says, "but our aim nonetheless is to win at first attempt in 2015."

Ambitious. Then again, the great Ari Vatanen managed exactly that in 1987. His car, number 205, suffered serious damage before it even left the outskirts of Paris, but he somehow battled back from 274th place to win, 13,000km and a fortnight later.

Number 205 survives, a star exhibit in Peugeot's excellent museum in Sochaux. The last time Ari saw it, he refused to go anywhere near it. Well, he'd probably had his fill. This T16 doesn't get out much these days, but here it stands, in a French quarry, its sheer mustardy yellowness bludgeoning the early-morning murk into submission. With the 2008 DKR generating lots of headlines, Peugeot is keen to talk up its Dakar glory days. Keen enough, in fact, to disinter the '87 car and let us have a go. We'll get to the DKR. First, I have a hero to meet.

To be honest, it isn't just the dank autumn air that's making me shiver. I've driven three different F1 cars and a handful of contemporary GT3 racers, but this – appropriately enough – feels like walking into a lion's den. If the regular car looks dangerous, the Dakar-spec model is uglier than a bulldog with pepper on its bum chewing its way through a wasp nest. Ugly-beautiful. The Dakar car is certainly oddly elongated; there's an extra foot of bodywork and a whole new box section to house the fuel cells. Stands to reason – the Sahara isn't exactly replete with petrol stations, so the competitors have to carry their own supplies between checkpoints.



The T16 has four cells in all, two behind the bulkhead and two under the seats, with a 350-litre overall capacity. That pushes the car's weight up to a relatively chunky 1,600kg.

Group B rules dictated a 1.8-litre engine size, but the Dakar 205's unit is enlarged slightly to 1.9 litres, transversely mounted in the middle of a steel spaceframe chassis, and clothed in glass fibre and Kevlar body panels. This perversion of the stock 205 really appealed to me when I was a kid, but with its engine cover hoisted clear, the T16's mess of plumbing, gigantic Garrett turbo and wayward layout only add to a creeping anxiety. It looks like something Swiss surrealist H.R. Giger would have envisaged. The original rally car had a power output of around 450bhp, but there's a bit less to play with today. This is of cold comfort.

There are other issues. Ari's old warhorse hasn't turned a wheel for six months, and the man who's here to kick-start the beast has stuff to say. Alain Labrell's heavily accented words are funny-serious, but as the pre-flight briefing seems to focus mostly on the likelihood of conflagration, my sense of humour has gone firmly AWOL.

"Fire," he says. "It is the big issue we have with this car. Every time we start it, we say a prayer. The turbo runs red hot, so anything that gets close to it makes it very dangerous." He hands me a cylindrical object that looks like a bicycle pump. "You know what this is? If a fire does break out, pull the cap off the end of it and wave it around. Then get out..." He really isn't kidding. In a recent interview, Vatanen, who was almost killed in a T16 during the 1985 Rally Argentina and endured a deep depression during his recovery, noted, "[Group B] got out of hand because the cars were so prone to catch fire. The really bad accidents were because of that."

There's more.

"A complete day in a rally, driving flat-out for 200km or more in the desert, with the temperature rising... it seems impossible! In an F1 car, you are part of the machine. With this car, it is the boss."

With that, the T16 splutters into life, settles into a gnarly idle, and growls, "come and have a go if you think you're hard enough." I'm really not sure.

But I love competition cars, and their purity of purpose. The T16 is basically a tin can, with a bit of string to pull the door open, and absolutely nothing else that isn't deemed necessary. As that four-pot bangs and farts behind my head, I check out the instruments: huge rev-counter and boost

#### "THEY SAY YOU SHOULD NEVER MEET YOUR HERO"

gauge, oil pressure, water temp, fuel pressure and fuel level. There's a start button and another for the fuel pump. The wiper stalk spears out of the dash, so you can hand-flick it into action without even thinking about it. Ahead of the co-driver sits a compass and two trip computers.

There's barely a millimetre of slack in the steering, clutch pedal or gearchange, but if you find modern cars disappointingly antiseptic, then this one's for you. Forget modish flappy paddles: you can feel the cogs mesh through the palm of your hand as you cradle the gearknob, and all sorts of vibrations tingle the soles of your feet and rattle your ribcage. Even with the turbo interfering with the car's breathing, the revs rise and fall exactly as you'd hope they would. You don't stall.

The quarry owner has helpfully had his guys clear a figure-of-eight quasi-rally stage. There are huge bumps and crests, and various muddy puddles and water jumps. Ahead of this assignment, I'd fretted that rally cars only know one mode – maximum attack – which was a big ask in a priceless museum piece. But now we're here, a low-speed bimble is clearly not on the cards. Besides, what's the worst that can happen?

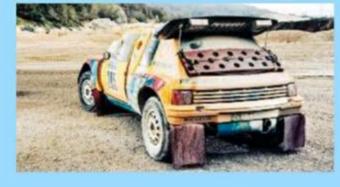
They say you should never meet your heroes, but what follows is, no word of a lie, the single greatest drive I've ever had in a motor car. Yes, the T16 redefines turbo lag and would slither out of your hands like a bar of soap if you let it. But the immediacy of its controls and responses, and the

way it rides grooves and turns, is instantly and massively addictive. For a 27-year-old relic, with half of Africa under its belt, its compliance and poise are superb. Weird to think of a rally weapon as comfy, but 10,000km is a long way to nurse backache.

Group B, of course, wasn't just about colossal power and pace, it revolutionised rallying by introducing all-wheel drive. An epicyclic central diff and viscous coupling varies the amount of grunt going to the T16's front and rear wheels (33/67). In other words, this is one of those cars where what you're thinking is suddenly and thrillingly happening at all four corners. The key is to keep the momentum going. It only takes a few laps to work out how to set it up for the next corner, using power to neutralise understeer before flicking it sideways and holding it in a four-wheel drift. It's easier than it sounds, and the T16 is vastly less of a handful than I'd feared. It also fails to burst into flames.

There are some caveats. On this improvised track, we only make it into third gear twice. Nailing the throttle and keeping it pinned in second gear for the full boost experience is officially an experience, so Lord only knows what it must have been like on the limiter in fourth, fifth or sixth across endless desert plains. Finally, after barely 20 minutes at the wheel, my arms feel like lead balloons and my lungs are bursting.

Alain waves at me. I unleash a flurry of Anglo-Saxon at him through the T16's window. "More?" I hear him say, before I shower him with gravel.







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# WEWEREN'T ALLOWED TO DRIVE THE NEW som som DKR, BUT...

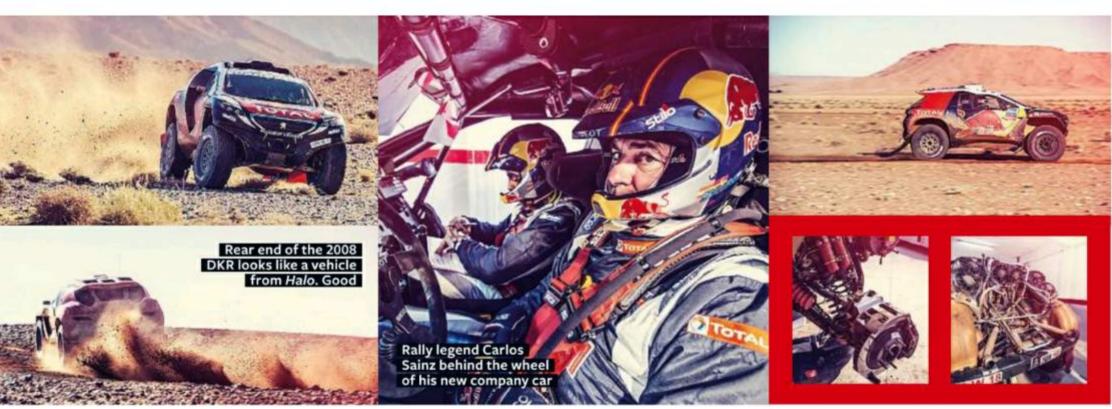
... given that Peugeot's old-school campaigner from three decades ago is performing perfectly somewhere in a wet French quarry, it comes as something of a worry that the current Dakar prospect is stationary in a boulder-strewn stretch of Moroccan desert, bonnet up, boot open and toolbox out. Especially as *TopGear* spent many, many hours in the back of an ancient Mercedes W123 taxi trying to get to see its new beast in action.

"Don't worry," Peugeot pilot and off-road legend Stéphane Peterhansel says: "It's not a big problem – I was driving so it would break."

Thirty minutes later back at base, a warped and very much broken suspension component is

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inspected for damage. After 8,000km of torture, this part finally gave in to the abuse so that Peugeot now knows its life expectancy. Engineers jot down its time of death, replace it and send the car out to try to break something else.

This is testing, Dakar style. Where breaking things is part of the process. And although it's a race in which Peugeot has a glorious history, those happy days of all-conquering 205 T16s are somewhat past their sell-by date. Which means that, 25 years later, Peugeot needs to start destruction-testing an altogether-new car. The bespoke 2008 DKR is the car tasked with bringing modern glory back to Paris. Using all the nous from Peugeot Sport's portfolio of previous projects – WRC, Le Mans and Pikes Peak

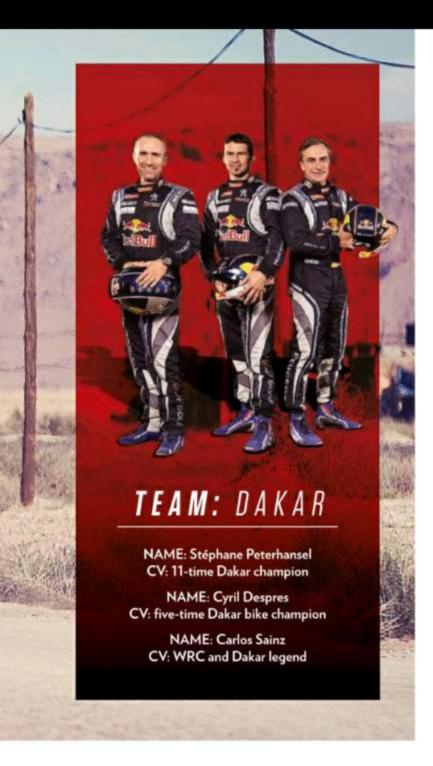
- a new mindset, philosophy and design has been applied to create the ultimate Dakar competitor.

But unlike most top-level competitors, Peugeot hasn't opted for a four-wheel-drive layout. Instead, all the power from the mid-mounted 340bhp, V6 twin-turbo diesel engine goes to the rear wheels. Fewer driveshafts to break, a decision that puts the 2008 DKR into a different class, and loosens up the restrictive regulations that dominant four-wheel drives face in the process. By being technically a 'buggy', Peugeot is allowed more suspension travel (460mm plays 250mm) than the 4x4s, bigger wheels, less minimum weight and a trick inboard remote tyre system that allows the car to inflate or deflate its rubber on the move. There's double-

wishbone suspension with twin adjustable dampers, a carbon clamshell and a 'box that acts as a place to anchor the suspension, just like the 908 Le Mans car.

Development is not the work of a moment. Even with hugely experienced driver crews on board in the shape of Carlos Sainz, Cyril Despres and Stéphane Peterhansel, everything about a new car needs to be assessed, judged and assessed again. It's all about putting as many miles on the car as possible. To be Dakar-ready, 12,500 miles are needed to test all components, see what breaks and then re-evaluate.

With its unrestricted diesel engine chuntering along, almost totally masked by the suck and blow of huge turbos, the DKR looks and sounds like



something from outer space. In fact, the only shared part with a road-going 2008 is the windscreen, and staring at the bulging carbon bodywork is faintly hypnotic. Watching the DKR's damping is equally mind-blowing. It's so ridiculously independent that each corner is doing something completely different and so effectively that the cabin stays completely flat. Both Sainz and Peterhansel told us that the DKR is the most comfortable car they've driven.

"I've not driven a 2WD race car before," admits Peterhansel. "It's completely different, and I'm still learning. I'm having to rewire my brain, usually I see a big hole, rock or jump and slow down. But with this suspension, I can just hit them. In a four-wheel-drive car, I would take some parts at 100kph, but in this car, I can do the same parts at 140kph."

So is Peugeot expecting a maiden victory? In contrast to Maxime Picat (the car company's CEO), Peugeot Sport director Bruno Famin says not. "Just forget about thinking about victory in the first year," he tells us. "Are we Dakar-ready now? No. Will we be at the end of testing? No. We will not be ready for the Dakar 2015 – the project started too late."

An honest, level-headed statement: Peugeot's competitors have evolved their cars over years to make them winners. Famin plans to do the same.

"We're investing a lot of money and energy into this cross-country programme, and we know that you can't get your money back in one year. You need experience. We'll be doing the Dakar for at least three years, but the target for this one is to compete with humility, get as far as possible and acquire experience." Still. You never know. With Peterhansel, Sainz and Despres at the wheel, anything can happen... and probably will.

#### LOCKED AND LOADED: GETTING TO THE DAKAR

#### THIS IS WHERE IT ALL BEGINS: DOC

1800 at Terminal Roulier, Le Havre. The Dakar rally may be in South America these days, but it still starts in France. Scrutineering happens at the docks in late November and from there the organisers charter a boat to take the entire rally – cars, trucks, bikes, support vehicles, communications kit, equipment, tents, the lot – out to South America. Loading takes the best part of 24 hours and – perhaps predictably – it's organised chaos, as dock workers wrangle these rally weapons onto the boat and strap them down for the two-week journey across the Atlantic.









he Dakar is all about endurance, and the 2015 event is no different. Starting in Buenos Aires on 5 January, the teams face a veritable smorgasboard of offroad hells, eventually ending up 9,000km later back at the start. The enormous rally loop includes sections in Argentina, Chile and Bolivia, and has open desert sections, rocky elements and great swathes of dunes. All and any of which will prove hugely challenging - man or machine - for the unlucky or unwary. Stages vary in length and intensity from sprints and special stages to marathon elements split over two days (the teams camp in isolated bivouacs in the desert). Some stages require as much dedication to map-reading and navigation as driving fast. Go left instead of right in the Atacama Desert and it'll be several hundred miles before you realise your mistake. And this is Big Country - the run into Iquique features a 2km run down a 30 per cent gradient that overlooks the Pacific. It's one of the most spectacular experiences on any rally.

Competing are a variety of machines, different classes of motorcycles, quads, two and four-wheel-drive cars, right up to huge off-road trucks. But it's not easy in any of them: if you complete the Dakar – due to finish in BA on 17

January – you become a member of a very special club.

A club that only tolerates a very special sort of person.

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ed. Delete. Zed. Delete. Zed. Aargh. The new Audi TT isn't off to a particularly auspicious start, and I haven't even left the bunker beneath *TopGear* HQ. Finally, the MMI's click wheel touchpad concedes that I'd like a postcode featuring a 2, not a Z,

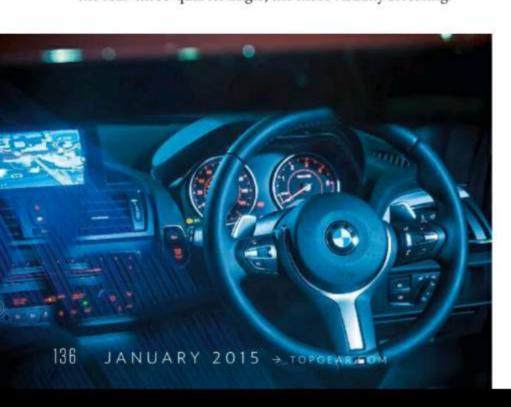
once I've drawn a particularly opulent looping number. The route north appears after an impressively swift load time in the 12.3in virtual cockpit screen that overlooks the steering wheel's tiny central boss. So, the new TT's touchpad can't read my left-handed writing. Here endeth my complaints about its cabin.

A predictable refrain, given we crowned the third-gen TT our Coupe of the Year last issue, largely on account of its 22nd-century interior. But hold fire on that angry letter about the press conspiracy to favour posh German metal, and take 10 minutes out of your weekend to blag some TT seat time. Doubtless one of Audi's terrifying palatial dealers is nearby. If you're not suitably wowed by the jet-inspired vents, housing climate control dials in a Russian-doll arrangement of functionality, or the pleasingly dished concept-car steering wheel, I'd check you didn't knock yourself unconscious on the A-pillar as you stepped inside.

Audi's latest TT isn't above criticism, but you simply can't argue with the stats of this TT TDI ultra. Its Golf GTD-nicked 2.0-litre turbodiesel four-pot develops 182bhp and a TTS-matching 280lb ft, yet offers company car drivers a 110g/km CO<sub>2</sub> rating. Retail buyers pay Mr Osborne 20 quid in tax. Small wonder the GTD outsold the Golf GTI six-to-one last year.

Considering the powertrain achieves 62mph in 7.1secs, I'd have to stick my head above the parapet besieged by keyboard warriors who berate diesel-fuelled drivers' cars and ask: "From an all-round sporty coupe, what more, exactly, do you want?"

Of course, they – and you – would be perfectly entitled to reply: "Usable back seats, please, or an as-tested price south of 30 grand. And how about a bit more poke and rear-wheel drive, like a proper sports car?" So, the TT is joined by three key rivals that appear to have the head-and-heart-appeal bases covered. VW's recently facelifted Scirocco has joined the Audi on the prettily illuminated banks of the Tyne, packing the same 2.0 TDI engine in a lesser 148bhp state of tune, and a more reasonable £27k asking price to match. The Peugeot RCZ, also post mid-life refresh and owing more than a tip of the beret styling-wise to the Audi, has the least impressive economy stats here, but it's also the cheapest and, from the rear-three-quarter angle, the most visually arresting.















It's best you don't ask. He's young and excitable...

And what of BMW's new 2-Series? The replacement for the 1-Series Coupe, conforming to BMW's promise that all even-numbered cars will henceforth have two doors. Let's pretend the 2-Series Active Tourer never happened. Please.

The BMW, resplendent in 225d M Sport trim, joins us in an icy Gateshead. It's a full 30bhp and 50lb ft brawnier than anything else here. An unfair fight? Not quite – when you eye up the numbers, a £33k standard example is bang on TT TDI S line money (our TT is a basic Sport version, carrying a smattering of extras). The four-cylinder 225d enjoys an eight-speed automatic gearbox as standard, while all the others here have manual six-speeders.

Despite the Scirocco owing its existence to the defunct Golf MkVI, it's the 2-Series that feels most closely related to a regular hatchback here – the cabin is all 1-Series. An ergonomic, logical environment, no doubt, but lacking any sense of occasion. The only Easter egg inside is a pair of odd storage silos, shaped like Wall-E's eye pods, the funniest thing this side of watching a passenger try to exit the RCZ's rear 'seats' with any modesty left intact.

Given the BMW is so generic inside, and turns the fewest heads of our quartet, it's easy to rule it an outsider here, a











#### "THE BMW HAS ENGAGEMENT THAT THE FRONT-DRIVERS STRUGGLE TO REPLICATE"

sports coupe in name but not in character. Do so at your peril. Several nights after we shot the cars on Tyneside, I dropped into the BMW's low-set driving position at Heathrow's Terminal 5, tired, hungry and glad to be out of the evening drizzle. By the time I'd negotiated the exit barrier, the seat was lightly roasting my backside – the 2-Series has, heated or not, the most supportive, comfortable and best-located chairs in this test. In the traffic leading up to T5's roundabout, I toggled Sport mode via the dynamic chassis control rocker switch, half interested to see if the heavier steering distracted me from the unpleasantly squidgy M Sport wheel rim.

In truth, I wasn't really on the ball, and 332lb ft doesn't take nights off. A faint zzzdzzddd from the right rear wheel soon betrayed that some electronics had taken over sorting the back axle out while I busied myself with some corrective action up front. "My, my, that's lively," I didn't mutter.

Yes, the rear-drive BMW is pretty lively if you're a yob, not concentrating, or both. Sit up and finesse your inputs and it all comes good. The 2 has a balance and engagement that the front-drivers struggle to replicate, even if the TT boasts more accurate steering, despite the corrupting influence of front driveshafts. But the sit-up-and-beg Beemer also feels like it has the lowest CoG in fast direction changes, and its short wheelbase makes it livelier than a 4-Series. Small dimensions enhance its wieldiness – it's much more sporting than it is mini-GT. Prosaic as an item, for sure, but it's a cracking drive.

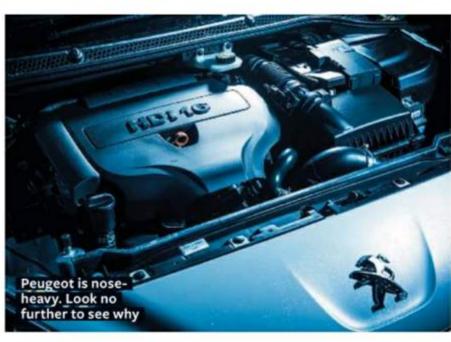
So is the Scirocco, in a more rough 'n' ready, in-yer-face way. Yes, this particular example is hamstrung by a power output one rung below the Audi's (you can have the same 182bhp diesel in the Roc, and both you and the car deserve it, but that version isn't available to test just yet) and anyway, it doesn't stop this VW being a hoot. This R-Line version has sensational stance on 19in alloys pinched from the old R flagship, even if the rest of the facelift updates are more questionable. The front bumper has undeservedly grown GTI-aping plastic strake stubble, channelling vital cooling toward the indicators. And what the rear gains with intricately detailed LED lights, it loses with fake plastic brake vents.

Ironically, the Scirocco's brakes were the least impressive in this test. I suspect the painted-on tyres and resulting fidgety ride upset the anti-lock system. Learn to drive around the weedy braking and the Roc still entertains, even this many years on from our first exposure and its victory in *TG*'s 2008 Car of the Year awards. The steering is direct and offers something approaching feel via its electric power assistance, while the wheel itself is also a delight, being the same perfectly shaped item from the latest Golf R, minus radar cruise buttons.

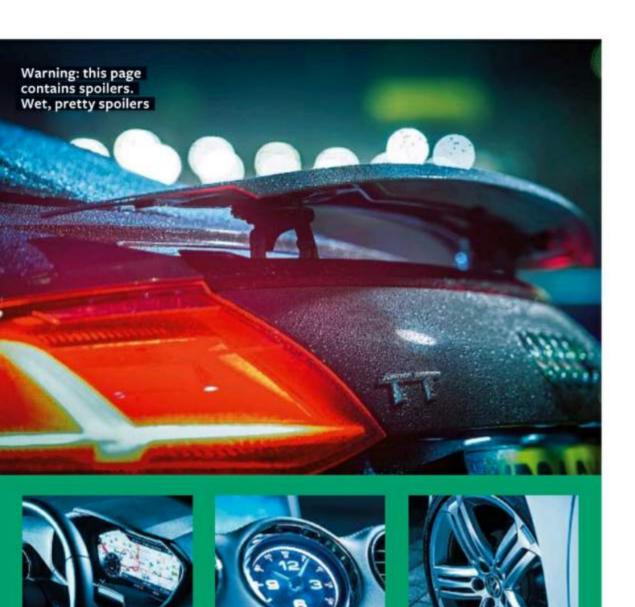
Through fast, linked-up bends, the front wheels scrabble (this car did without the £205 XDS electronic 'front diff') and the overall impression is unrulier than the sneeringly mature Audi, which has body control to spare. Here, the TT's 1,265kg kerbweight – 110kg less than the non-MQB VW and more than 200kg lighter than the others – makes itself deftly obvious.











I'd bet the Scirocco is no slower than the Audi from corner entry to exit, but its inferior body control means it feels harder work. The Audi is undoubtedly the better-mannered machine. For others (me included), the Scirocco's refinement foibles make it the more involving drive.

To inject a sense of humour into the cabin, VW has hit on the US muscle-car ploy of gauges. It says the extra dashtop clock faces are a nod to the original Scirocco's, but don't be fooled – they're a parts-bin addition from the Beetle Turbo.

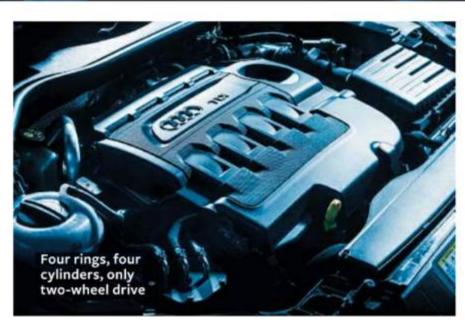
Excitable needles can't disguise the Scirocco's laughter lines. The monochrome instrument screen is Casio-spec. Some plastics are shabby. The pokey 5in touchscreen operates remarkably swiftly, but its graphics are pure Game Boy. Both screens can be upgraded at suitably exorbitant cost, but R-Line trim really ought to throw it in on the house.

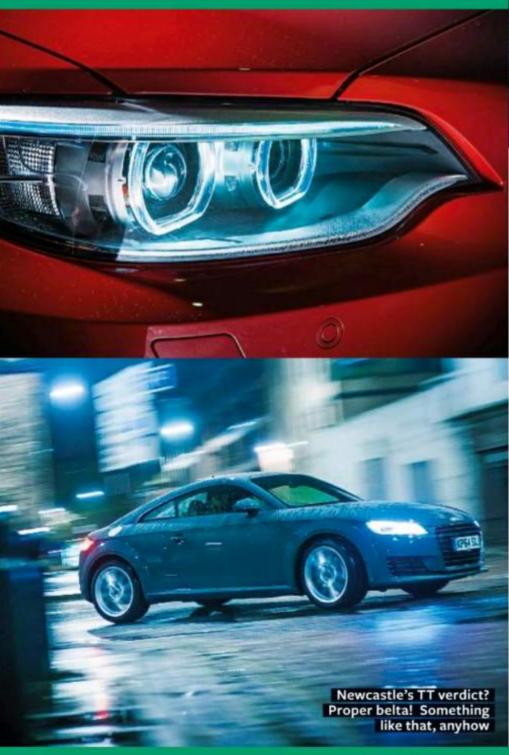
No amount of optional kit would stop the RCZ feeling dated inside. When was the last time you drove a new car that didn't have a single button on the steering wheel? The lack of controls is less a McLaren 650S-esque sop to driving purity and more a tell-tale sign that the RCZ is based on the ancient last-gen 308. Inside, the Pug feels decades behind the Audi. Not just in tech terms: the screen is ironically easier to navigate than Peugeot's more recent touch-sensitive efforts. No, it's the cantilevered driving/birthing position, which fails to take advantage of the low-set seat, and the value-range materials that grate.

After the Ferrari-quick, two-turns-between-locks Audi steering, having a whole extra turn of lock to heave around in the hydraulically assisted Peugeot feels archaic. It's usefully











keeping LED craftsmen in business since 2009

less nervous at high speed, but the payoff is cumbersome clumsiness everywhere else. It's also the noisiest car here, with the most raucous engine and it just edges the VW for tyre roar and low-speed ride discomfort.

That's not to say the RCZ can't entertain - the six-speed gearchange is sweet and all the better without the dubious XXL gearknob à la nouveau 308, and it's entertainingly mobile at the rear if you're prepared to provoke it. Otherwise, the nose-heavy Pug is off the pace. If anything, it proves what a blinder Peugeot Sport played whipping the RCZ-R into shape.

Last place then, goes to the ageing Peugeot, which remains a sensational rear in search of some wits, but the German trio is hard to split. The BMW is easily the best drive here, but with adaptive suspension, a power advantage and an as-tested price approaching £40k, it should be. As a vehicle to ignite desire and envy, it falls flat except to a very knowing few. It therefore ties with the Scirocco, which counters its creaky cockpit with usable rear seats, tenacious handling and ice-cool looks.

And the Audi? Beyond its rolling refinement, build quality and efficiency - all best on test - the TT succeeds as an item to savour, even though Audi's bodywork bashers could and should have been allowed further off the leash. It's also more agile and responsive than you'd imagine, especially if previous TTs are your reference point. As an all-rounder, it marginally takes victory, teaching its rivals how everyday coupes should behave, and its drivers a lesson in neater handwriting.

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#### **James Anderson**

## England's No.1 wicket taker of all time\*

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\*England's all time highest international wicket-taker, 343 test wickets correct at 23 May 2014. Source: www.jamesanderson613.com \*\* UK's No1 men's supplement brand. †(IRI value data. 52 w/e 22nd Feb 2014).







EDITED BY OLLIE MARRIAGE

TOPGEAR'S LONG-TERM CARS. TESTED AND VERIFIED



TOPGEAR.COM - JANUARY 2015



REPORT 10 1984cc, 4cyl turbo, FWD, 227bhp, 258lb ft
 47.1mpg, 139g/km CO<sub>2</sub>
 0-62mph in 6.4secs, 155mph
 1351kg £ £27,120/£31,850 Total mileage 10,874 Driver Tom Ford Why it's here Is the Golf GTI the car to end all car arguments?

he observant among you may have realised that the white Golf in the big picture above is not, in fact, my GTI. It's a white five-door,

£26,145 eGolf, equipped not with a 227bhp turbocharged four-cylinder petrol engine, but a 115bhp, 24.2kWh battery pack that gives 118miles of range, 0-62mph in 10.4 seconds and 94mph flat out.

Which means you've got to be very committed to want an electric Golf that costs nearly as much as the seminal GTI but otherwise is just a Golf. Which means that it still gets a Golf key, still gets a Golf interior, still gets Golf clocks (the rev-counter is simply replaced by a power meter), still gets all of the little knick-knacks that make this car Golfishly familiar.

Which got me thinking: having driven the rather wonderful Golf R extensively, recently sampled the GTD and now the eGolf - just how many versions of the Golf are available? And how can one recipe use such different ingredients and still prove to be largely satisfying?

The answer to question one is complex, and requires some mathematics. If you take into account absolutely all of the variables, the amount of Golfs available tots up as somewhere around twelvety thousand.

### IN DETAIL





Summer rubber needs replacing soon... and those rusty hubs continue to blot the GTI's otherwise perfect copybook

If you simply count engines and include the estate but not the SV or Scirocco, there appear to be around 29 different models. That breaks down into 11 different Golfs (there are four trims, but it got a bit complicated), eight different engines in the estate (four trims again), six different versions of the cabriolet (and four trims), three different versions of the performance models (three models, three engines: GTI, GTD and R) and that singular eGolf. There's a GTE on the way, more performance with the Golf R400, and a couple of other rumoured bits and bobs - not least the Golf R Estate recently released at the SEMA tuner-fest in Las Vegas. Which may prove worrying for small dogs the world over. And I'm not including the manual/DSG optioning (available on some engines and not others) or 3/5dr split, because I have a life.

But they all simply work. Keeping the familiar touch points and styling, just tweaking the internal bits, means that the Golf is comfortingly familiar in all situations. Which is what makes it truly great. There are few cars that cover quite so many bases, and though you could argue that the sheer ubiquity makes it a bit dull, I would say that it takes a truly fabulous bit of engineering to homogenise so many lumps of hardware. It's a modern marvel. Golf über alles.



### **GOOD STUFF**

- eGolf proves surprisingly sprightly around town - 118-mile range less good. And I prefer the sound of turbo whoosh to faint tyre roar every time
- You can literally get a Golf for anything...

### **BAD STUFF**

- ▼ The GTI's hubs are increasingly rusty. Only surface mottling, but it's still annoying
- ▼ Increasing levels of diff work as roads get slippery - time to swap onto some winter footwear in the near future

MILEAGE AND MPG THIS MONTH

0 0 1 7 4 8 7 35.4

JANUARY 2015 → TOPGEAR.COM





# Winning ticket



t's fair to say that the i8 is feeling a bit smug right now following it being named last month as the Top Gear Car of the Year.

So what makes it so special? I believe it's the product of a team freed from the constraints of the normal automotive process. Designed from the ground up to be a hybrid sports car, it simply isn't hamstrung by what came before.

The engineers were free to optimise a whole new drivetrain and set of algorithms that make the i8 captivating. In reality, while the internal combustion engine has become vastly more efficient, the similarities between a Model T and a Mustang are many and the room for radical thinking is limited. But when you combine FWD e-motors with a lightweight small-capacity turbo engine and weave the magic between them so that it can be silent and electric, hybrid and efficient, or all-out AWD, you create something very special indeed

### REPORT 3

 1499cc, 3cyl petrol, RWD, 231bhp, 235lb ft (plus 129bhp e-motor driving the front wheels) 134.5mpg, 49g/km CO<sub>2</sub>

00-62mph in 4.4secs, 155mph

■ 1560kg £ £99,845/£105,825

Total mileage 10,450

**Driver** Charlie Turner

Why it's here Is this the future of the sports car?



HELLO ● 1598cc, 4cyl diesel, AWD, 128bhp, 236lb ft ● 53.3mpg, 139g/km CO<sub>2</sub> O-62mph in 11.0secs, 116mph 1615kg 28,995/£30,245 **Total mileage** 5023

Driver Andy Franklin Why it's here Is this the logical next step after the Qashqai?



y previous long-termer was an Infiniti, a sub-brand of Nissan. So it feels like I've gone from home to home. albeit a slightly cheaper one.

But, boy, does it feel good to be in something with space - my main criticism of the Q50 was that it was too small for families, despite having a large footprint.

The X-Trail is essentially a pumped-up Qashqai, so still an SUV underneath with 4x4 capabilities. I suspect it will spend most of the time in 2WD until Nissan's 4x4i mode decides I need it (in snow or when the keys are handed to The Stig). As with all the Garage cars, we try to spec them well, but standard trim is so well packed, it would have been hard not to.

Standard kit on this model includes ABS, lane departure, hill start, intelligent key, automatic tailgate, cameras, HD touchscreen including satnav/DAB, 19in alloys, panoramic sunroof and much more, all in for £28,995. In fact, the only extras are metallic paint (£550) and the seven-seat upgrade (£700), which makes for an OTR price of £30,245, similar to that of chief rival Hyundai Santa Fe.











I've never run an SUV before, so I'm keen to see how much a difference it will make to my life. My initial thought is that it looks sharp - well, at least someone has bothered to style this gen. Inside, it still has the tackiness of the previous model and isn't very inspiring, but it drives pretty well, has light steering and my initial economy has already beaten my last lifer. On the downside, only the 1.6 diesel engine is available, which lacks any grunt and has no way near enough torque compared with the Santa Fe's 2.2 diesel engine (minimum of 311lb ft).

But the X-Trail is not pretending to be a sporty 4x4 like, say, the Evoque - what you see is what you get. All in, this car suits me to a T right now: spacious, economical, practical and understated. Here's to the next six months and seeing if it's more than just a big Qashqai.

### GARAGE LOGBOOK N-TEC dCi 130

### **GOOD STUFF**

Looks upgraded since the previous generation

It has seven seats, bags of space and is great value for money

> Economy is looking good already

### **BAD STUFF**

▼ The engine lacks grunt and is noisy at low revs

▼ Cabin feels tacky

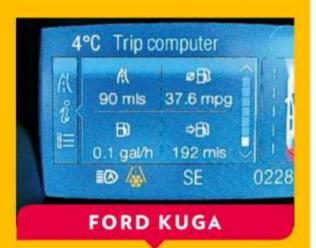
▼ Not sure the cloth seats will pass the children test?

MILEAGE AND MPG THIS MONTH

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145





# Not so clever

his Kuga has auto headlights as standard. At no extra cost. Free. Many people surely would be thrilled by

this information. Sadly, I am not among them. Mainly because they infuriate me.

Driving up the A41 on my way home, the Kuga is either dazzling oncomers with inappropriate main beam or getting cross that I'm asking it for main beam when it thinks I should just be sitting there not making such important decisions.

Therefore, I am a firm believer in choosing my own lighting settings. After all, I know full well when I need to use main beam or dipped beam or, on the odd occasion, sidelights.

However, auto headlights do have one (yes, just the one) redeeming feature. I switch them on as I arrive home so I can use the Guide Me Home function. This lights the pathway to my house, which would otherwise be pitch black.

### REPORT 11

- 1997cc, 4cyl turbodiesel, 4WD, 161bhp, 251lb ft
- 47.9mpg, 154g/km CO<sub>2</sub>
- 0-62mph in 9.9secs, 123mph
- 1692kg £ £28,795/£32,865

Total mileage 21,468 **Driver** Esther Neve Why it's here Is this the ideal mix of off-road and on-road capabilities?



 1984cc, 4cyl turbo, 4WD, 227bhp, 273lb ft 43.5mpg, 151g/km CO<sub>2</sub> O-62mph in 5.3secs, 155mph 1335kg ££34,545/£45,335 **Total mileage** 2577

Driver Ollie Marriage Why it's here Is the new TT a genuine sports car?

omewhere north of Glasgow in the new Audi TT. Ahead lie 450 miles of mixed terrain, and beyond that, several months of

getting to know the new TT. Yesterday, I had one of those drives up here in the RS6, a drive that made it all the harder to say goodbye and exchange the 552bhp estate for this 227bhp coupe.

So I drove the TT south on the same roads I'd driven the RS6 north. And nope, it was neither as fast nor as much fun. But it's all about expectations, isn't it? The TT is half the price, does a very different job and was more entertaining than I expected - and that's what matters. It's small, light and agile, less noseled than previous generations and largely unflappable on difficult roads.

But while I was in Scotland I also drove a TDI version, and the nagging thought at the back of my head is that, because you expect still less of it, the TDI is actually more fun to drive. The fact it rode on smaller wheels seemed to sweeten the dynamics, and the diesel was impressively smooth.

So here's what we're going to do. We're going to run this TFSI quattro for three months and then switch it for a diesel. This one is an S line-trimmed car with the S tronic twin-clutch gearbox, and because we've got it early, our colour choices were restricted to either this Daytona Grey or bright red. TTs have always looked their best in more monochrome, industrial colours, so that decision was easy, but to my eye the multispoke wheels don't really suit it. They're also 20s, which explains why the diesel (riding on modest 18s) felt more fluent...

### IN DETAIL







TG happens across another great Scottish road - the B743 from Muirkirk to Strathaven

Aside from the puzzling absence of cruise control, this one is loaded with LED lights (£945), B&O sound system (£1,590 as part of the Comfort & Sound pack), electric front seats (£945) and Rotor grey nappa leather super sports seats (£1,390) which I was nervous about but they actually look really good. There's also keyless entry (£455), a Technology pack (£1,590, for Nav Plus and Audi Connect), heated seats (£325), Parking System Plus (£410) and a couple of other bits that takes the total to a rather frightening £45,335...

But, thanks largely to the frankly stunning interior design and layout, eight hours of TT seat time breezed past. Personally I'm a bit disappointed Audi has played it so safe with the exterior that you can barely tell it apart from the old one, but the cabin...

### **AUDI TT TFSI QUATTRO**

### **GOOD STUFF**

- **Driving position** much better than in last-gen car
- It has twin USB ports. Ace. The RS6 had none
- Cabin design is so good. Special place to spend time

### BAD STUFF

- Only other TT drivers have recognised that this is the new TT
- Ride isn't great on 20s. They also add 2g/km CO<sub>2</sub> and remove 0.5mpg from official figs

MILEAGE AND MPG THIS MONTH

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JANUARY 2015 → TOPGEAR.COM



GOODBYE ● 1598cc, 4cyl petrol, FWD, 266bhp, 225lb ft ● 44.8mpg, 145g/km CO<sub>2</sub> ● 0–62mph in 5.9secs, 155mph ● 1355kg £ £31,995/£34,535 Total mileage 7980 Driver Dan Read Why it's here Has Pug Sport worked enough magic on the RCZ?



ith nearly 8,000 miles under our belt, it feels like we're just getting started, but it's already time to bid farewell to the R. In the old

days, an article like this might report the things that went wrong or fell off in the past eight months, or at least the bill for oil changes and new wiper blades. No such horrors here. I didn't even have to pump up the tyres.

Which leaves us to ponder the more important things. Such as why, despite the bum-roofed styling and proper performance credentials, the R has flown slightly under the radar since it went on sale last year. By that, I mean we haven't seen it on billboards or on telly or even in the pages of magazines (except for the good ones, of course...).

Maybe it's because the RCZ itself feels a little old now - it was four years into its life before Peugeot Sport stepped in to liven things up. Or maybe it's because its future doesn't look too certain, after Peugeot boss Maxime Picat hinted that the RCZ is unlikely to be replaced, partly because it stands apart from the rest of the range and is therefore too costly to produce.

Nothing is confirmed yet, but it's on the endangered list. The good news is that the company could now concentrate on dishing out the R treatment to mainstream models

### IN DETAIL







RCZ-R meets up with Focus RS for a last blast, fun and games ensue

instead. In which case, we should view the RCZ-R as a sort of guinea pig. A rather successful one, I'd say.

As a demonstration of what Peugeot Sport can do, it's excellent, and I've always liked its somewhat analogue appeal. With passive suspension, a manual box and unobtrusive electronics, it's the antidote to flappy paddles and Sport modes and other gizmos that seem abundant these days. This is a one-size-fits-all machine that gets on with things.

It's enough to make even a GTI -Peugeot's traditional marker of performance - feel a little tame. If it were a fast Ford, it'd be the punchy RS to the playful ST. In fact, the R reminds me very much of the Focus RS: plenty of power, front-wheel drive, and the ability to handle it all without making a fuss.

But while most people could spot a fast Ford a mile off, they're often unsure about the Pug. People know it's an RCZ, but the rest needs explaining. And as we know, it's never cool to talk about conrods and crankshafts. Clearly the marketing department has some work to do, but that job will be made easier once the 208 and 308 become R'd.

If they stick to the same formula, I reckon they'll be proper rockets. For now, the RCZ-R remains a car for those who know. I suspect this will only add to its potential cult status, but for now, it's just our little secret.



### **GOOD STUFF**

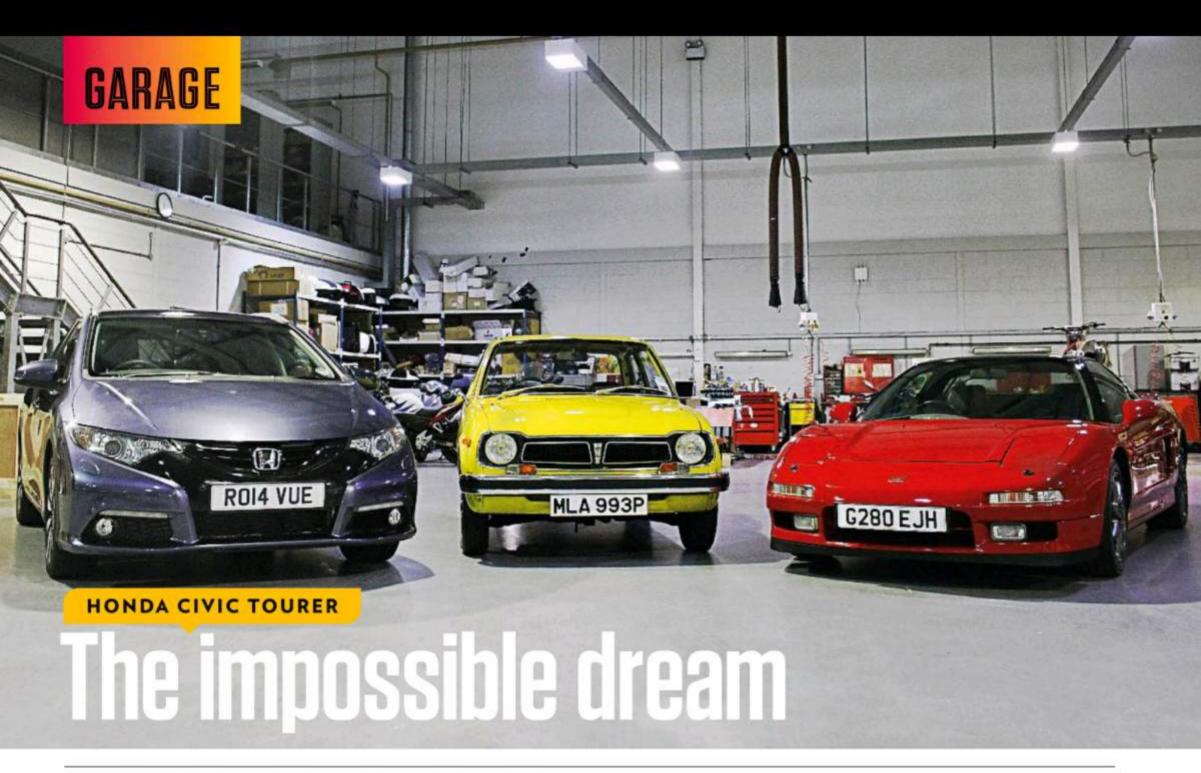
- For a fairly exotic little coupe, visibility is excellent. With all that glass behind you, reversing is a doddle
- Economy has stayed mostly in the high 30s, which isn't bad for something with 166bhp per litre

### **BAD STUFF**

- ▼ The cupholder is very shallow, so cans and bottles tip over too easily. This can make you nervous while braking sharply...
- The 'carbon' roof is merely a fake carbon-fibre sheet laid over metal bodywork. Worth £1,360?1'm not convinced

### Mileage and MPG this month





GOODBYE - 1597cc, 4cyl diesel, FWD, 118bhp, 221lb ft 📦 72.4mpg, 103g/km CO2 🧿 0–62mph in 10.5secs, 121mph 🌢 1430kg £ £27,460/£27,960 Total mileage 5500 Driver Jason Barlow Why it's here Can Honda get its groove back?



ve always loved the Civic. Originally a response to Japan's speedy urbanisation, it also chimed in the US when the 1973 Energy

Crisis hobbled Detroit's greedy land yachts. Honda's heritage car, the original 1975 brochure model in Carnaby Yellow, squeezes just 49bhp from its 1.2-litre engine, but all the slickly engineered Honda touchpoints are there: compared with the tosh the British car industry was pumping out, it was a Walkman versus a Dansette. The '83 Civic, Shuttle and CRX were even more prescient niche-busters.

Then there was the NSX, the car that sent Ferrari scurrying back to the drawing board. The red model pictured here was one of the first into the UK, and subsequently driven by Ayrton Senna. An '89 engineering hack rebuilt by Honda's press garage guys, it still feels as pure and unburstable as the first NSX I drove 21 years ago. It's a masterpiece.

This pair cast a long shadow over Honda, whose response to the 2008 economic crash and climate change double whammy was a knee-jerk product retrenchment. Since then, the Koreans have eaten their lunch.

The current Civic Tourer is not a car you'd buy or drive for the hell of it, but its other virtues are arguably more relevant. Its fuel economy settled around the mid-50mpg

### IN DETAIL



Design has moved on a bit from the original 1975 Civic. But which one is more desirable in your dream garage? That's the question...

mark, which is about as good as I've ever managed in any TG long-termer, and meant a real-world range of around 550 miles.

The 1.6-litre turbodiesel engine is pretty smooth, but it pays to follow the little changeup light to get the best out of it. It's a good job the gearbox has the traditionally well-oiled Honda feel, because you spend a lot of time rowing between ratios. Its ride and handling are largely fine rather than startling, although the Sachs active damping is effective.

Problem areas were inevitably small yet irritating. We finally sorted the errant warning light, following a Honda recall. The MAF sensor, which monitors air intake to the engine, was replaced and an ECU updated. I like the Civic's exterior design, but the cabin is a slightly disharmonious mix of materials, graphics and questionable ergonomics.

Finally, £30k is a lot of bread for a car like this. Although with a class-leading 1,668 litres of overall bootspace - the fuel tank is under the front seats, and the torsion beam rear helps - you could fit an entire bakery in here. However, it's worth noting that there are some great deals to be had on Civics right now, reinforcing its appeal in a marketplace that currently values SUVs above all else. That, and a five-year, 90,000-mile warranty should attract the floating voter. But Honda is better than that, right?

### **GOOD STUFF**

- Tourer shape pushes the traditionally dreary estate form language, but is this enough to defeat the SUV tyranny?
- Diesel engine is clean and highly economical. We managed 55mpg with no effort

### **BAD STUFF**

- Despite massive rear luggage space, the passenger compartment is a little tight, especially for taller humans
- ▼ Brave dash layout turns out to be a little impractical in everyday use

MILEAGE AND MPG THIS MONTH







# **M** division



e've been putting in the miles this month, giving our Kia Soul a good test on the UK's motorways, with trips to Birmingham,

Coventry, Nottingham and Northampton, covering several hundred miles. While the Kia drives well in town, it's a bit of a letdown on the long haul.

First, we've got an auto which delivers 0-62mph in 11.7secs, and the acceleration at higher speeds is limited. The road noise kicks in at about 55mph, which means either conversation is kept to a minimum or the kids' music is blasting out. The seats don't fare much better. My buffeted ears were only outdone by my numb back.

I'd expect a car in this segment to be more economical, but you only get a disappointing 37mpg against a predicted 47.1mpg for the new Soul's diesel engine.

It seems our Soul is definitely suited to urban driving - a good reason to stay in town in future.

### REPORT 2

- 1582cc, 4cyl turbodiesel, FWD, 126bhp, 192lb ft
- 47.1mpg, 158g/km CO<sub>2</sub>
- 00-62mph in 11.7secs, 110mph
- 1557kg £ £21,550/£21,550

Total mileage 1798 **Driver** Simon Carrington Why it's here Can the Soul hack it as an urban family runaround?



REPORT 6 1499cc, 3cyl turbo petrol, FWD, 134bhp, 162lb ft 62.8mpg, 105g/km CO<sub>2</sub> O-62mph in 7.9secs, 130mph ■ 1085kg £ £15,300/£24,830 Total mileage 7206

Driver Sam Philip Why it's here Is the original posh hatch still the best posh hatch?



his month's big question: is the latest Mini a goodlooking car? Beauty, of course, is in the eye of the beholder - several

apparently sane humans I've chatted to, for example, believe London's Shard skyscraper to be a beautiful piece of architecture rather than gauche blasphemy of the landscape but, after six months of staring at our Cooper, TG is qualified to pass judgement.

And the judgement is this: it's nowhere nowhere - near as bad as we, and the rest of the world, feared it might be when the first spy shots emerged of the MkIII car in 2013, spy shots showing a yellow car with a chin to put Jay Leno to shame. In fact, so unflattering were the spy shots, and so vehement the online response, that Mini's PR machine felt sufficiently moved to release a statement that they no doubt intended to read as 'jovial fist-waving' but only managed to achieve 'sense of humour failure'.

"Relentless papping is something British celebrities have learned to live with," read the release. "Absolutely unaware and without make-up, the youngest member of our family was caught by sensationalist photographers in a highly sensitive family moment...'

And so on for several paragraphs more of anthropomorphic weirdness. Those original shots transpired to be of the Cooper S, which wears a rather bolder front spoiler than the standard Mini One and Cooper, a bottom lip that gives it the look of a sufferer of both chronic underbite and spadeface syndrome. Our car's phizog is rather less challenging.

Still, the Mini is one of those cars that's curiously colour-dependent. Bright shades,

### IN DETAIL







Room in the rear for two, and exactly no more. New five-door Mini has a three-seat rear bench

to these eyes at least, seem to highlight the MkIII's bulkier flanks, whereas dark colours, like the blue of our test car, help to shrink it visually. But no matter the paint job, there's no question the newest Mini doesn't manage the taut simplicity of the 2001 original (not to mention the 1959 original-original), instead resembling the office worker who's piled on a few pounds but insists on wearing the same slim-fit shirts. (Obviously this is not an autobiographical simile.)

Tough gig for the Mini designers. BMW's reboot proved an unexpectedly neat pastiche of the Fifties icon, leaving little in the way of wiggle room to evolve later generations. In truth, the MkIII doesn't do a bad job in squeezing more room, tech and comfort into something still recognisably Mini-shaped. It's prettier than the Shard, at least.

### **GARAGE LOGBOOK** COOPER

### **GOOD STUFF**

- Heated seats and full-blast HVAC system make this a good car for cold weather
- Head-up display is extravagant on such a small car, but I love it nonetheless

### **BAD STUFF**

- ▼ Took three sixfoot mates to the pub. Good thing it was a short trip
- Traffic reporting on satnay isn't quite as comprehensive as in BMW 2-Series **Active Tourer** (see p78)

MILEAGE AND MPG THIS MONTH

0 0 1 2 0 2 4 42.1





REPORT 6 ● 1968cc, 4cyl bi-turbo diesel, FWD, 178bhp, 295lb ft ® 37.2mpg, 199g/km CO₂ ⊙ 0–62mph in 12.4secs, 117mph 🛎 3000kg £ £49,214/£58,834 Total mileage 10,496 Driver Ollie Marriage Why it's here Is VW's camper worth 20 years of holidays in Spain?

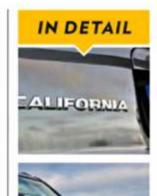


he old dream garage chestnut - you know the one - which cars would you have in your fantasy lineup? The parameters are

variable (budget, number of cars, etc), but the hours you can spend deciding if an Ariel Atom Mugen should make way for a Jaguar D-type, or tossing up between a Pagani Zonda F Roadster and a Group B Peugeot 205 T16 are, frankly, baffling. It's taken me an age just to write this first paragraph...

Anyway, it's the question we at TopGear get asked more than any other. And I've always had one stock response: Land Rover Discovery. It's altogether possible you can already see my simple logic, but here you are anyway: in order to justify whatever old classics and hardcore roadsters you're going to lob in, you first need a single do-it-all car.

For me that's always been the Disco. Seven seats, mega off-road ability, smart enough to look the part, etc. But lately my head has been turned by our VW California lifer. No, it can't carry seven or cope with a muddy field (although it is available with seating for more than four and the 4Motion system), but you can't sleep four in a Disco, and its equipment list doesn't include a kitchen sink. The Veedub's does. And a fridge, stove, aux heater, pop-up roof, etc.







Comparable control panels in both cars. Disco's utilises the off-road systems, Cali's more confusing layout works all the auxiliary systems from hydraulic roof to fridge temperature

OK, it's not for everyone, but you'd be amazed how easy the Cali is to live with. It's a doddle to park (vertical sides, rear-view camera, amazingly tight turning circle, etc), and if you keep it stocked up with essential camping supplies, you can pile in on a Friday night and head off somewhere, anywhere. I love the escapology the California offers.

So I evangelise to people about it, and they are interested and have a look around, admiring the gadgets and the thought that's gone into it, the sheer quality. Then they ask how much it costs, and promptly fall out of the electric sliding side door. But it's the same money as a Discovery, and, yes, that is more than all those bigger camper vans built on Transit platforms, but you couldn't use those every day. This one you can, and it doesn't look nearly so prattish. They counter that it'll lose money hand over fist, but actually the California is so in demand on the second-hand market that three-year-old cars with 60,000 miles are around £34,000. The equivalent Disco is £26k.

So, the key question: has the California usurped the Discovery's place on my dream car list? Well, how many cars am I allowed? Because what I've actually decided is that there needs to be room for them both. And the Audi RS6 I waved goodbye to last month, and a Singer Porsche, and a Ferr...

### SE 2.0 BiTDI BLUEMOTION



### **GOOD STUFF**

It's been a while since I'd driven a Disco. I'd forgotten how well it rides, and just how well the diesel engine/8spd auto gearbox works

Electric sliding door is a godsend if you have small people or are parked on a slope

### BAD STUFF

▼ The Cali is detectably vanbased. Rough surfaces cause flex and noise cavitation. It's not fast and doesn't have the Disco's placid ride

Even with nearly 10,000 miles done, the engine hasn't become much smoother or more economical

MILEAGE AND MPG THIS MONTH

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150

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# **Mad for mods**

ome things just shouldn't work. The GLA 45 AMG is one of them. A hot mini SUV, you say? Hmmm.

Surprisingly, it is quite brilliant. A proper hoot. But if you have a more sedate GLA like my 220 CDI and like the look of the AMG kit and fancy a bit of that performance, you could always give the guys at Brabus a call.

They can tune your 220 diesel to give it an extra 40bhp and peak torque of 302lb ft. Combine that with a stainlesssteel exhaust and that rattly old engine will be a lot more exciting.

If you're a fan of the AMG's look, there's all sorts of kit to bolt on. How about 21-inch Monoblock alloys? Or a rear diffuser for that quad exhaust? You can liven the handling up by dropping it an inch on sport springs or even raise it by 1.2 inches. Personally, I would take the engine mods and the wheels and keep it a bit more stealthy.

### REPORT 6

- 2143cc, 4cyl turbodiesel, 4WD, 168bhp, 258lb ft
- ₱ 55.4mpg, 132g/km CO₂
- 0 0-62mph in 8.1secs, 134mph
- 1535kg £ £30,030/£32,105

Total mileage 6505 **Driver** Owen Norris Why it's here Are crossovers workable family cars?



 1199cc, 3cyl turbo petrol, FWD, 108bhp, 151lb ft
 60.1mpg, 107g/km CO<sub>2</sub> O-62mph in 9.3secs, 117mph ■ 1020kg £ £17,190/£19,810 Total mileage 3530

Driver Paul Horrell Why it's here Is the Cactus more than a quirky novelty?

m a neophiliac. It's a common condition among critics in all fields. We're drawn to the new, because it gives us something to

say. A car that's the same as all the rest is frankly a struggle to write about. So I'm attracted to the C4 Cactus and the new thinking it embodies.

Careful, though. It's novel to travel backwards on a pogo stick, but you wouldn't do it for thousands of miles. We think the Cactus will be an engaging long-term companion as well as a diverting short-term novelty. But we want to find out for sure, and that's why it's in the TG Garage.

It's just arrived, so you'll have to stay tuned. But so far, confined to London, I'm loving the style and the soft suspension and seats. And you do sense its lightness: the cheery but quiet turbo triple propels it with delightfully little sign of effort.

Cactus-ness is supposed to save in some places to gain in others. That's why you get simple pop-out rear windows that save weight and add storage space in the doors, and most importantly cut cost that's moved into other features. Same goes for the nonsplit rear seat. I wonder how I'll get on with that, as two or three times a year I use such a feature. I'll have to pack more creatively.

But even with such cost saving, this one is almost £20k, which isn't enough actual saving, because it's over-optioned. The top Flair trim brings nav and an upgraded stereo and a reversing camera, all of which I'd definitely keep. That's £17,190. But this pearly paint is £730. I'd go for flat turquoise or grey at £250 (in that industry-standard

### IN DETAIL







As the passenger airbag is housed in the roof, the glovebox opens upwards. No more avalanches of personal effects...

havin'-a-laugh way, the only £0 paint is yellow). Its brown part-leather is £695, but you can have a brown-toned cabin in cloth at £295. Brown airbumps are £150, but it's individual enough with black ones (free). There's a grand saved.

I could live without the £395 sunroof because its big glass surface reflects noise back into the cabin. It's like the echo from ceramic tiles that tells the caller you've answered the phone in the toilet. It has £325 self-parking. No need, because of the standard reversing camera. There's another £720 chipped away, then. This car's other options are Citroen's emergency call system (£250 and expensive till you need it) and a spare wheel at £75. I don't resent that being optional. You might want extra bootspace; I'd prefer the security of a spare.

### **PURETECH 110 FLAIR**

### GOOD STUFF

lt's light - just over 1,000kg - so the 108bhp turbo engine doesn't have much work to do

It gets reaction. as far as I can tell all positive. Raises a smile without being cute

### BAD STUFF

- Reverse is where sixth would be but has no lockout or detent
- Bluetooth only accepts 1,000 contacts. My phone has 1,185, so if your name comes after Salt, I'll be calling you once I'm parked

MILEAGE AND MPG THIS MONTH

0 0 0 0 7 5 n/a

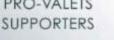
# You have to be insured to drive it

### We are insured to work on it

In the UK there is no legal requirement for car care professionals to have accidental damage cover, so you risk losing your No Claims Bonus if your car is damaged.

In contrast, all PVD Members have to be insured for both Public Liability & Accidental Damage, so you can be assured that your car is in Skilled, Proven, and Insured hands.

































# TopGear

EVERYTHING YOU NEED TO KNOW ABOUT NEW CARS YOU WANT TO BUY... AND NOTHING ABOUT THE ONES YOU DON'T Produced by Motoring Research



### /OLKSWAGEN



Clarkson on Volkswagen:

"Duller than James explaining torque, but the Golf is still what you recommend to anyone who asks."

The best done better than ever. You need no other hatchback. So don't waste your the looking.



	111102			D				IIIII IIII
1.4 ACT GT \$d	£23,850	8.4	131	140	184	58.9	112	8/10
2.0 GTI 5d	£27,235							8/10
2.0 GTD 5d	£26,670	7.5	143	184	258	67.3	109	8/10

Euro NCAP \*\*\*\* LxWxH in mm: 4260x1800x1450, 50-litre fuel tank, 380/1276-litre boot, 12 engines, 8 trims, 29 models in total.

 JC SPEAKS Clarkson's view

**MODEL CHOICE** 

Just the ones that count

SOME WORDS... \_about the car

-CRASH TESTING You want five stars here  YELLOW BAR Denotes the TG Favourites

→ FUEL ECONOMY Less is, um, more

BOOT VOLUME Two numbers? Seats up/down  NOT EVERY ENGINE is available with every trim!



0-62 MPH BHP LB FT MPG CO2 RATING

2.2 SD4 SE 190 310 46.3 162 £32,395 9.8 117





PRICE 0-62 MPH BHP LBFT MPG CO2 RATING

GT S £110,495 3.8 193 517 480 30.1 219 9/10



"You can't be a proper petrolhead until you've owned an Alfa. Other ways of breaking down are available."

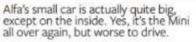
Lotus by Alfa, with the odd Alfa foible to boot. But when a car's this pretty, light and engaging, you just want one



PRICE 0-62 MPH BHP LBFT MPG CO2

1.7T £45,000 4.5 160 240 258 41.5 157 5/10 Euro NCAP N/A, LxWxH in mm: 3989x1864x1183, 40-litre fuel tank, 110-litre boot, 1 engine, 1 trim, 1 model in total.

### MITO





0-62 MPH BHP LBFT 1.4 170 QV £20,210 7.3 136 172 185 52.3 124

Euro NCAP \*\*\*\*\*LxWxH in mm: 4060x1820x1540, 45-litre fuel tank, 270/950-litre boot, 5 engines, 4 trims, 11 models in total.

### GIULIETTA

Another pizza slice from Fiat's Taste The Difference range. It's no Golf, which is why you want it, and also why you don't.



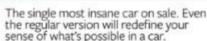
1.4 170 D'tive 2.0 JTDM-2

> Euro NCAP \*\*\*\*\*LxWxH in mm: 4350x1800x1460, 60-litre fuel tank, 450-litre boot, 5 engines, 4 trims, 11 models in total.



Clarkson on Ariel:

"My face still hasn't recovered from the last time I drove an Atom. An F15 fighter is less extreme."

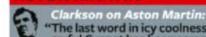




2.0 245

2.0 SC 350 R Euro NCAP N/A, LxWxH in mm: 3410x1800x1200, 42-litre fuel tank,

N/A-litre boot, 3 engines, 1 trim, 3 models in total.



"The last word in icy coolness. Even more so now that awful Cygnet has been scrapped."

The car that took on the 911. And lost. But it's an Aston, which means brogues to the Porsche's two-a-penny trainers.

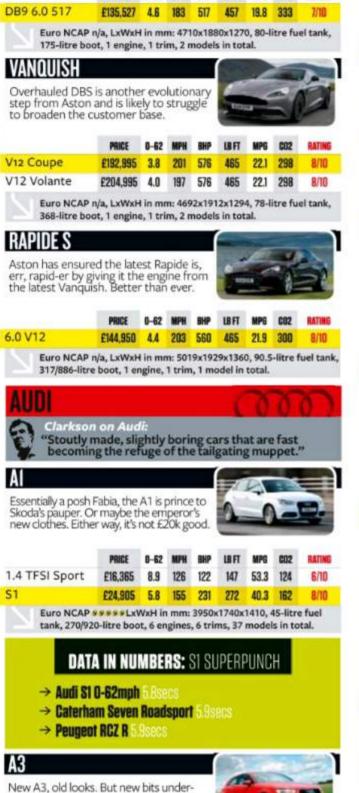


4.7 V8 N430 £138.000 3.7 205 573 458

Euro NCAP n/a, LxWxH in mm: 4380x1870x1260, 80-litre fuel tank, 300-litre boot, 3 engines, 4 trims, 7 models in total.

TOPGEAR COM → JANUARY 2015

### Actually a blend of DB9 and now-defunct Virage. Not without charm, but, really Aston, it's time for some new ideas. PRICE 0-62 MPH BHP LBFT MPS DB9 6.0 517 VANQUISH Overhauled DBS is another evolutionary step from Aston and is likely to struggle to broaden the customer base. 0-62 MPH PRICE V12 Coupe £192.995 3.8 201 576 V12 Volante



neath and a really rather lovely cabin.

1.4 TFSI Sport

2.0 TDI Sport

Slight naffness standard with every model.

0-62 MPH BHP

Euro NCAP \*\*\*\*\*LxWxH in mm: 4230x1770x1420, 45-litre fuel

tank, 365/1,100-litre boot, 10 engines, 6 trims, 70 models in total.

LB FT MPG









It won't chase away the old stereotypes

but the all-new TT is a big step forward.

Interior is genuinely cool



Euro NCAP n/a, LxWxH in mm: 5135/5270x1949x1460, 90-litre

fuel tank, 520-litre boot, 5 engines, 6 trims, 17 models in total.

4.2 TDI SE Exec £72,790

Official fuel consumption figures for the Audi A3 Sportback Sport range in mpg (I/100km): Urban 34.4 (8.2) — 62.8 (4.5), Extra Urban not reflect real driving results. The price shown is the recommended on-the-road price. Prices quoted and examples shown are correct at time of publication (January 2015).

# 'The entire range seems to be getting more and more Cheshire. No surprise, since they're made there."

### CONTINENTAL GT

Way better than the David Dickinson image would suggest, the Conti GT is a masterclass in modern British style.



	PRICE	0-62	MPH	BHP	LBFT	MPS	C02	RATING
4.0 V8 S	£139,915	4.5	192	521	502	26.8	246	8/10
4.0 V8 GT3-R	£238,645	3.6	170	580	517	22.3	295	7/10
6.0 W12 Speed	£156,700	4.2	206	635	605	19.5	338	8/10

358-litre boot, 5 engines, 5 trims, 9 models in total.

### FLYING SPUR

Brilliant in many ways, but somehow fails to capture the essence of luxury as well as the Conti coupe.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C82	RATING
4.0 V8	£136,000	4.9	183	507	487	25.9	254	6/10
6.0 W12	£146,000	4.3	200	625	590	19.0	343	6/10

Euro NCAP n/a, LxWxH in mm: 5299x1976x1488, 90-litre fuel tank, 475-litre boot, 2 engines, 2 trims, 4 models in total.

### MULSANNE

The replacement for the Arnage, and every bit as opulent and grand. If you can ignore the looks, this is brilliant.



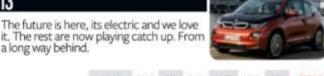
	PRICE	0-62	MPH	BHP	LBFT	MPG	C82	RATING
6.75 V8	£228,200	5.1	184	512	752	16.8	393	7/10

Euro NCAP n/a, LxWxH in mm: 5570x1930x1530, 96-litre fuel tank, 443-litre boot, 1 engine, 2 trims, 2 models in total.

Clarkson on BMW:

BMW is making some good cars at the moment. The cocks are all in Audis so you may get out of junctions

it. The rest are now playing catch up. From a long way behind.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
i3 EV	£30,680	7.2	93	170	184	n/a	0	9/10
i3 EV REx	£33,830	7.9	93	170	184	470	13	9/10

Euro NCAP \*\*\*\* LxWxH in mm: 3999x11775x1578, 9-litre fuel tank(REx), 260-litre boot, 2 engines, 4 trims, 8 models in total.

### 1-SERIES

Perhaps the pick of the premium hatches right now, the 1-Series thrashes the opposi-tion for driving. M135i is bargainous gem.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
116d ED 3d	£20,830	10.5	1241	116	191	74.3	99	7/10
120d SE 5d	£23,955	7.2	142	184	280	65.7	114	7/10
M135i M Spt 3d	£30,835	5.1	155	320	332	35.3	188	9/10

Euro NCAP \*\*\*\* LxWxH in mm: 4320x1770x1420, 50/52-litre fuel tank, 360/1200-litre boot, 11 engines, 6 trims, 54 models in total.



### BMW 520D SE TOURING

Price £31,810

Specs 181bhp, 280lb ft, 0-62mph 8.1secs, VMax 141mph, 58.9mpg. CO2 125g/km

Has an opening rear tailgate glass, the usefulness of which should not be underestimated. Also has many other features that make it very fine indeed.



### MERCEDES CLS 63 AMG S

Price £87,000 Specs 593bhp. 590lb ft, 0-62mph 4.2secs, VMax 155mph, 28.0mpg, CO2 235g/km

This is not an estate, it's some sort of sportish-coupecapable-of-carrying-stuff. Until you open the boot, which is surprisingly commodious. CLS63 is all you'll ever need.



### BLUE EFFICIENCY SPORT

Price £36,195 Specs 170bhp. 295lb ft, 0-62mph 8.7secs, VMax 142mph, 56.5mpg, CO2 139g/km

Nothing swallows quite so much gear and clobber as an E-Class wagon, and then manages the trick of looking so coolly aloof at the same time. A class act.



### JAGUAR XF 3.0D 240 LUXURY SPORTBRAKE

Price £37,855 Specs 240hhp. 369lb ft. 0-62mph 7.1secs. VMax 149mph, 47.0mpg, CO2 159g/km

Estates are not style statements, unless the estate in question is this one. All the XF driving goodness, plus a big boot and drop-dead bodywork. Pats on the back to all concerned.



### SKODA SUPERB 2.0 TDI CR 170 SE ESTATE

Price £23,425 Specs 170bhp. 258lb ft, 0-62mph 8.8secs, VMax 137mph, 48.7mpg, CO2 153g/km

Estates are about space, right? Well, unless they're the XF Sportbrake. The Superb is utterly enormous and excellent value and highly recommendable. We recommend.

### 2-SERIES

2-Series follows BMW's new naming strategy, but is very much its own car And a rather good one at that.



	PRICE	0-62	MPH	BHP	LBFT	MPS	COZ	RATING
220i Sport	£26,040	7.0	146	184	199	44.8	148	7/10
220d Sport	£26,865	7.2	143	184	280	58.9	125	7/10
M235i	£34,250	5.0	155	326	332	34.9	189	8/10

Euro NCAP n/a LxWxH in mm: 4432x1774x1418, 52-litre fuel tank, 390-litre boot, 5 engines, 3 trims, 10 models in total.

### 2-SERIES ACTIVE TOURE

BMW builds an MPV, but stupidly still quotes a Nurburgring time for it. First FWD BMW misses the point entirely.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING	
18i SE	£22,125	9.2	127	136	162	57.6	115	5/10	
18d SE	£24,205	9.1	129	150	243	68.9	109	5/10	
The second second		dayrous			NULSU	COLUMN TO SERVICE	Vicarian I	CONTRACTOR OF THE PARTY.	

Euro NCAP \*\*\*\*\* LxWxH in mm: 4342x1800x1555, 51-litre fuel tank, 468-1510-litre boot, 2 engines, 4 trims, 8 models in total.

Not only the benchmark small exec. but one of the best saloons of all. More versions are out now, all are excellent.



PRICE	0-62	MPH	BHP	LBFT	MPG	002	RATING
£38,250	5.5	155	306	295	35.7	186	8/10
£56,175	4.3	155	431	406	32.1	204	8/10
£30,175	8.0	143	163	280	68.9	109	9/10
£30,275	7.5	145	184	280	60.1	124	9/10
£38,600	5.3	155	258	413	54.3	137	9/10
	£38,250 £56,175 £30,175 £30,275	£38,250 5.5 £56,175 4.3 £30,175 8.0 £30,275 7.5	£38,250 5.5 155 £56,175 4.3 155 £30,175 8.0 143 £30,275 7.5 145	£38,250 5.5 155 306 £56,175 4.3 155 431 £30,175 8.0 143 163 £30,275 7.5 145 184	£38,250 5.5 155 306 295 £56,175 4.3 155 431 406 £30,175 8.0 143 163 280 £30,275 7.5 145 184 280	£38,250 5.5 155 306 295 35.7 £56,175 4.3 155 431 406 32.1 £30,175 8.0 143 163 280 68.9 £30,275 7.5 145 184 280 60.1	£38,250 5.5 155 306 295 35.7 186 £56,175 4.3 155 431 406 32.1 204 £30,175 8.0 143 163 280 68.9 109 £30,275 7.5 145 184 280 60.1 124

Euro NCAP \*\*\*\* LxWxH in mm: 4620x1810x1430, 57/60-litre fuel tank, 480-litre boot, 10 engines, 7 trims, 66 models in total.

The name may have changed but the game's still the same. Smooth, genteel refined and sport-ish.



	PRICE	0-62	MPH	BHP	LBFT	MPG	082	RATING
428i SE	£32,815	5.9	155	245	258	42.8	154	8/10
435i M Sport	£41,655	5.4	155	306	295	35.8	185	8/10
M4	£56,635	4.3	155	431	406	32.1	204	8/10
420d SE	£31,795	7.5	149	187	280	60.1	124	8/10
420d SE Gran C'	£31,795	7.7	147	187	280	60.1	124	7/10

Euro NCAP n/a LxWxH in mm: 4638x1825x1362, 57/60-litre fuel tank, 445/480-litre boot, 7 engines, 6 trims, 86 models in total.

### 5-SERIES

Remains the best exec around thanks to cosseting cabin and ride, Big, smooth and brilliant - why d'you need a 7-Series?



	PRICE	0-62	MPH	BHP	LBFT	MPG	002	RATING
535i Luxury	£44,555	5.7	155	306	295	37.7	174	7/10
M5	£73,940	4.3	155	560	501	28.5	232	8/10
520d SE	£31,965	8.1	145	184	280	62.8	119	8/10
530d Tour SE	£43,375	5.9	155	258	413	53.3	139	9/10
535d Lux	£48,515	5.3	155	313	464	52.3	143	8/10

Euro NCAP \*\*\*\*LxWxH in mm: 4907x1860x1460, 70-litre fuel tank, 520-litre boot, 13 engines, 6 trims, 62 models in total.

# wheels suspension Audi Music Interface

Vorsprung durch Technik

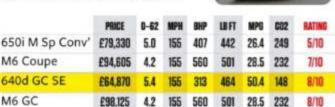


The Audi A3 Sportback Sport from £20,125. Precision-engineered value from Audi.

51.4 (5.5) - 83.1 (3.4), Combined 43.5 (6.5) - 74.3 (3.8). CO2 emissions: 149 - 99g/km. Standard EU Test figures for comparative purposes and may

### 6-SERIES

Unusually, BMW launched the 6 as a Cabrio first. Also unusually, the coupe's a bit... rubbish. GC 4dr is much better.



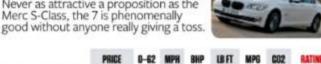
Euro NCAP n/a, LxWxH in mm: 4890x1890x1370, 70-litre fuel tank, 460-litre boot, 4 engines, 3 trims, 19 models in total

### 7-SERIES

ActiveHybrid 7

Never as attractive a proposition as the Merc S-Class, the 7 is phenomenally

£66.195



Euro NCAP n/a, LxWxH in mm: 5070/5210x1900x1480, 82-litre fuel tank, 500-litre boot, 6 engines, 4 trims, 20 models in total

### 74

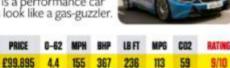
740d SE

How does BMW get the Z4 wrong? It looks right, but doesn't drive right. The Boxster kicks it in the tenders.



Euro NCAP n/a, LxWxH in mm: 4240x1790x1290, 61-litre fuel tank, 180/310-litre boot, 6 engines, 2 trims, 9 models in total.

A supercar for spacemen. There's nothing else like it: this is a performance car that makes a Prius look like a gas-guzzler.



Euro NCAP n/a, LxWxH in mm: 4689x1942x1298, 42-litre fuel tank, TBA-litre boot, 1 engine, 1 trim, 1 model in total.

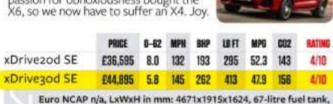
Far superior to the last one. So much so that you question the need for the X5. X3 is more socially acceptable, too.



	PHILE	0-62	MPH	BHP	THE .	MPU	GUZ	HALIM
sDrive18d SE	£30,990	9.9	121	152	266	60.1	124	7/10
xDrive30d SE	£39,735	5.9	144	262	413	47.1	159	7/10
Euro NCAP	seeseLx!	WxH in	nm:	4648:	x1881x	1675.	67-litr	e fuel

tank, 550/1600-litre boot, 4 engines, 3 trims, 8 models in total.

People with the hides of rhinos and a passion for obnoxiousness bought the



500/1400-litre boot, 3 engines, 2 trims, 6 models in total.



Price £240.083

Specs 740bhp, 508lb ft, 0-62mph 3.Isecs, VMax 211mph, 18.8mpq. CO. 350a/km

There is no more bombastic way of crossing Europe than this. We can't think of a car that has ever blended GT and supercar better than this. Utterly extraordinary.

5/10

### **ROLLS ROYCE WRAITH**

Price £235,000

Specs 624bhp, 590lb ft, 0-62mph 4.4secs, VMax 155mph, 20.2mpg. CO. 327g/km

Want to experience the grandeur of Thirties motoring? That's what the Wraith so cleverly updates. Engage cruise, bask in the ankle-deep carpets and relax.



### S-CLASS COUPE

Price £124,715 Specs 577bhp. 663lb ft. 0-62mph 4.2secs, VMax 155mph. 28.0mpg. CO., 237g/km

The old CL was a sorry barge of a thing - this one is something else altogether - a genuine attempt to tackle Bentley head-on. Nothing short of magnificent.



### TERRAIN SE

Price £227.107 Specs 660bhp, 503lb ft, 0-62mph 3.7secs, VMax 208mph, 18.3mpg.

A four-seat, four-wheel drive V12 Ferrari that copes with



### ASTON MARTIN

Price £192,995 Specs 576bhp. 465lb ft, 0-62mph 3.8secs, VMax

Aston may not have much new to offer at present, but it has honed the Vanguish into a compelling thing sporting, but not too sporting. Lovely, just lovely.

everything 'normal' Ferrari product can't. And it chomps mileage like a train, as long as you have the fuel budget.

Very good on tarmac, assuming you want to pummel it into submission. Just like with those building contracts, yeah?



	PRICE	0-62	MPH	BHP	UBFT	MPG	C02	RATING
M50d	£64,015	5.3	155	381	545	42.8	173	6/10
xDrive30d SE	£48,245	6.8	142	258	413	47.9	156	8/10

Euro NCAP n/a, LxWxH in mm: 4896x1938x1762, 85-litre fuel tank 650/1870-litre boot, 3 engines, 3 trims, 5 models in total.

Clarkson on Bugatti:

'Bugatti made it possible for Captain Slow to hit 259mph. The Veyron itself is a minor miracle too."

The fastest, most expensive car in the world (until John Hennessey gets his act together). Veyron is the ultimate.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C82	RATING
W16 Grand Sp*	£1,139,985	2.5	252	1001	922	10.9	596	10/10

Euro NCAP n/a, LxWxH in mm: 4460x1990x1200, 100-litre fuel tank. n/a boot, 1 engine, 1 trim, 1 model in total.

Clarkson on Caterham: "Enormously good fun I'm sure, but they say the same about Chatroulette and I wouldn't fancy that either."

As old as the hills, yet as energetic as a spring lamb. The small, light, flimsy template still serves the 7 well.



	PRICE	0-62	MPH	BHP	LBFT	MPG	002	RATING
0.8 160	£17,995	6.5	100	80	79	57.6	114	8/10
1.6 Superlight	£35,995	3.8	140	210	148	n/a	n/a	7/10
R620	£49,995	2.8	155	310	219	n/a	n/a	9/10

Euro NCAP n/a, LxWxH in mm: 3530x1690x1140, 36-litre fuel tank, 75-litre boot, 6 engines, 3 trims, 12 models in total.

"Finally the old Daewoos have disappeared from Chevrolet's range. The world is a better place."

Brilliant slice of Americana that's some how not as good on the A34 as cruising down Route 66, but we still would.



	PHIGE	0-62	MIPH	BHF	FREI	MPU	GUZ	HAIING
5.2 V8 Coupe	£35,345	5.2	155	432	419	20.0	329	7/10
Euro NCAP i						V. 200 Aug 1885	itre fu	el tank,

### CORVETTE STINGRAY

The Americans have finally got serious have tried before, but rarely as well as this.



		PRICE	0-62	MPH	BHP	LBFT	MPG	COZ	RATING
6.	2 V8	£61,520	<4.0	188	460	465	23.5	279	8/10
	Euro N	CAP n/a, LxWxH	t in mr	m: 449	5x178	0x123	S. TBC	-litre f	fuel

tank, TBC-litre boot, 1 engine, 1 trim, 2 models in total.

# CALCULATED PRECISION. CALCULATED DECISION

**BMW 420i SPORT COUPÉ** 

Calculated. That's the BMW 420i Sport Coupé throughout. With 18" alloys, Xenon headlights, a Sports multi-function leather steering wheel and Dakota leather upholstery as standard you'll appreciate why. Plus, with a well-calculated offer from BMW Economics, you'll also appreciate the price.

Official fuel economy figures for the BMW 420i Sport Coupé: Urban 33.6 mpg (8.4 I/100 km). Extra Urban 57.6 mpg (4.9 I/100 km). Combined 46.3 mpg

# Clarkson on Chrysler: "Hard to think of a reason to buy a Chrysler unless you're a US tax payer keen to protect your capital."

The Ypsilon contains all that's good (and bad) about Chrysler. Different to a runof-the-mill supermini, but not better.



0.9 TwinAir Gold 1.3 M-Jet Gold 11.0 Euro NCAP \*\*\*\* LxWxH in mm: 3840x1680x1520, 40-litre fuel

tank, 245-litre boot, 3 engines, 3 trims, 7 models in total.

### 300C

New nose, same old theme. A halfway decent executive barge that'll end up stretched for hen night service.



3.0 CRD Exec' £30,020 7.4 144 236 399 39.2 191 Euro NCAP n/a, LxWxH in mm: 5070x1900x1490, 72-litre fuel tank, 481-litre boot, 1 engine, 1 trim, 1 model in total.

"Citroen makes some of the nicest looking cars you can buy. Now hands out less free money than it did."

Clarkson on Citroen:



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
1.0 Touch 3d	£8,245	14.3	98	69	69	68.9	95	6/10
1.2 Flair 5d	£10,935	11.0	106	83	87	65.7	99	6/10

Euro NCAP \*\*\* LxWxH in mm: 3460x1620x1430, 35-litre fuel tank, 196/780-litre boot, 2 engines, 3 trims, 20 models in total.

A former Car of the Year and a gigantic, mincing Gallic leap forward for Citroen. Not fast, but a kick up the arse for Mini.



	PRICE	0-62	MPH	BHP	LBFT	MPG	002	RATING
1.2 VTi DSign	£12,865	10.6	114	82	87	62.8	104	7/10
1.6 THP Techno	£17,250	7.3	133	115	177	48.7	135	7/10
1.6 e-HDi DSt'	£15,820	12.5	113	90	169	78.5	95	7/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 3950x1720x1480, 48-litre fuel tank, 285/880-litre boot, 5 engines, 4 trims, 12 models in total.

### C4 CACTUS

Breath of fresh air, as only Citroen can do. Great looking and with just enough gadgets to keep a modern family happy.



Euro NCAP \*\*\*\* LxWxH in mm: 4157x1729x1480, 45-litre fuel tank, 358/1170-litre boot, 6 engines, 3 trims, 13 models in total.



Price £38.237

Specs 265bhp, 206lb ft, 0-62mph 5.8secs, VMax 164mph, 34.4mpg. CO2 192q/km

It's hard to think of many ways in which the Boxster could be bettered. A V8 maybe? Or perhaps wings? Even in base trim, brilliant doesn't begin to cover it.

### FERRARI 458 SPIDER

Price £198,996 Specs 562bhp, 398lb ft, 0-62mph 3.4secs, VMax 198mph, 21.2mpg. CO2 307g/km

Worse than the 12C? That's a tough call, but unlike the McLaren, this Spider isn't as stiff as its coupe counterpart. But in every other area it's a divine thing.



### MCLAREN 650S SPIDER

**Price** £215.250 Specs 625bhp, 442lb ft, 0-62mph 3.1secs, VMax 204mph, 24.2mpg. CO2 279g/km

No-one could accuse the baby Mac of being dispassionate anymore. Lunatic speed from 650S, with a ride and handling balance to shame the best. Simply epic.



### JAGUAR F-TYPE VGS

Price £67.535 **Specs** 375bhp, 339lb ft, 0-62mph 4.9secs. VMax 171mph, 31.0mpg. CO2 213g/km

Do not mistake this for a GT. Voluptuous bodywork and front engine disguise a two-seater that's poised, precise and fun. V8S a hooligan, base V6 a touch sensible.



Price £81.915 Specs 435bhp, 516lb ft, 0-62mph 4.6secs, VMax 155mph, 30.7mpg

The consummate professional. Have it in AMG spec for maximum daftness or regular and relax into one of the world's best all-rounders.

The most avantgarde of all the DS. Not as inspiring as the DS3, and the ride is terrible, but family cars come no cooler.



	PRICE	0-62	MPH	BHP	LBFT	MPG	002	RATING
1.6 THP 200	£28,920	8.5	146	200	203	42.2	155	5/10
2.0 HDi DSport	£28,955	8.5	134	160	250	57.6	128	7/10
Euro NCAP	PPPPLX	NxH in	mm:	4530x	1870x1	540, 4	5-litre	fuel tank

### 465-litre boot (Hybrid 3251), 4 engines, 3 trims, 10 models in total. GRAND C4 PICASSO

Funky newness from Citroen, helping make the world of MPVs more accept able. Headlights a particular success.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
1.6 THP 165	£24,370	8.7	130	155	177	50.4	130	7/10
1.6 e-HDi 115	£22,120	12.1	117	114	199	70.6	105	8/10
Euro NCAD		ARNUS I		AFOO	w1020	1620	co. Ilea	

fuel tank, 537/1851-litre boot, 5 engines, 4 trims, 11 models in total.

Clarkson on Dacia:

"Prices are attractive but May is obsessed with their cars and I fully understand if that puts you off."

### SANDERO

1.2 75 Access

The UK's cheapest new car - you can lease one for less than a Sky TV pac Nothing here besides simple transp

CK DO	age. ort,	ŧ.		8	
H	BHP	LBFT	MPG	082	RATING
Ñ	75	78	47.9	137	6/10

0.9 TCe 90 Amb 99 54.3 120 1.5 dCi 90 Amb £8.595 12.1 107 90 162 74.3 99 Euro NCAP \*\*\*\*LxWxH in mm: 4060x1730x1520, 50-litre fuel

tank, 320/1200-litre boot, 3 engines, 3 trims, 7 models in total.

### DUSTER

Simple, high-riding crossover-style fiveseater is a favourite of James May. Good value, surprisingly able, very tough.



	PRICE	0-62	MPH	BHP	LBFT	MPG	002	RATING
1.6 105 Access	£9,495	11.5	102	105	109	39.8	165	7/10
1.5 dCi Amb'	£11,995	11.8	106	110	177	56.5	130	7/10
1.5 dCi 4x4 Lau'	£15,495	12.5	104	110	177	53.3	137	7/10

Euro NCAP \*\*\* LxWxH in mm: 4320x1820x1700, 50-litre fuel tank, 475/1636-litre boot, 2 engines, 3 trims, 6 models in total.

"Ferraris used to be art. Now they are science. And the 458 shows they can still be truly wonderful."

The Ferrari that everyone thought was a hate it, but it'll bring in buyers.



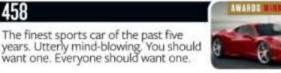
PRICE 0-62 MPH BHP LBFT MPG CO2 Euro NCAP n/a, LxWxH in mm: 4570x1910x1322, 78-litre fuel tank

240/340-litre boot, 1 engine, 1 trim, 1 model in total



(6.1 I/100 km). CO2 emissions 144 g/km. Figures may vary depending on driving style and conditions.

# fast. The fastest Ferrari road car ever in fact. Emphatically not just a GT. 6.3 V12 350-litre boot, 1 engine, 1 trim, 1 model in total.



	PRICE	0-62	MPH	BHP	IBFT	MPG	082	RATING
4.5 V8 Italia	£178,551	3.4	202	562	398	20.6	307	10/10
4.5 V8 Speciale	£208,090	3.0	202	605	398	23.9	275	10/10
4.5 V8 Spider	£198,996	3.4	198	562	398	21.2	307	10/10

Euro NCAP n/a, LxWxH in mm: 4580x1940x1210, 86-litre fuel tank, 230-litre boot, 2 engines, 3 trims, 3 models in total.

The F12 is bombastic, epic and howlingly



211 740 18.8 350 508 Euro NCAP n/a, LxWxH in mm: 4620x1940x1270, 92-litre fuel tank,

A 4wd Ferrari estate, making this the most practical 208mph family car around. Buy it for the 6.3-litre V12, not the 450-litre boot.



PRICE 0-62 MPH BHP LBFT MPG CO2 6.3 V12 £227,167 3,7 208 660 503 18,3 360 9/10

Euro NCAP n/a, LxWxH in mm: 4910x1960x1380, 91-litre fuel tank, 450/800-litre boot, 1 engine, 1 trim, 1 model in total.

### LAFERRARI

Meet the most drivable, engaging and friendly 950bhp hypercar you can imagine. Also has electric, but you wouldn't know it.



0-62 MPH BHP LB FT MPG CG2 6.3 V12 KERS £1 million 2.9 218+ 950 664 19.8 330

### Euro NCAP n/a, LxWxH in mm: 4702x1992x1116, TBC-litre fuel tank, TBC-litre boot, 1 engine, 1 trim, 1 model in total.

# Clarkson on Fiat: "The essence of Italian cars. Stylish, likeable, almost certain to break your heart or wallet."

### PANDA It's back, it's slightly rounder and it's still entirely brilliant. Come 'ere cuddly



1.3 MJet Easy £12.095 12.8 75 72.4 Euro NCAP \*\*\*\* LxWxH in mm: 3650x1640x1550, 35-litre fuel tank, 225/870-litre boot, 4 engines, 5 trims, 15 models in total.

Not quite the Sixties revival Fiat was angling for, but the 500 is a refreshing alternative to Mini-shaped ubiquity.



1.3 MJet Lounge £14,220 7/10 85 0.9 TwinAir S £13.370 11.0 70.6 92

> Euro NCAP \*\*\*\* LxWxH in mm: 3550x1630x1490, 37-litre fuel tank, 185-litre boot, 4 engines, 5 trims, 32 models in total.

### 500L

Don't be misled by the badge and the headlights. The 500L is more Panda than 500, and bigger than you expect.



1.4 95 Pop 111 £13.040 12.8 95 93 45.6

Euro NCAP \*\*\*\* LxWxH in mm: 3550x1630x1490, 37-litre fuel tank, 185-litre boot, 4 engines, 3 trims, 12 models in total.

### ABARTH 500

Short on talent, long on appeal, that's the rufty-tufty Abarth. Pogo stick ride but ever so eager with it.



	PRICE	0-62	MPH	BHP	UBFT	MPG	002	RATING
1.4 T-Jet 135	£14,580	7.9	127	135	148	43.5	155	7/10
595 1.4 Comp'	£18,990	7.4	130	162	148	43.5	155	7/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 3660x1630x1490, 35-litre fuel tank, 185/610-litre boot, 2 engines, 3 trims, 8 models in total.

### MINI COUNTRYMAN





FIAT 500X

### **Dear Car Clinic**

I live in a stylish, leafy part of South West London, where in winter, the roads are often covered with slippery, wet leaves. I'm worried a normal car might not cope in these treacherous conditions. Help! **ELAINE REYNOLDS, LONDON** 

Elaine, allow us assuage your (tragically misguided) concerns. It sounds to us like you're after a crossover. But no ordinary crossover will do, you're after something with a bit of flair. Which is why, Elaine, we suggest opting for either a Mini Countryman or a Fiat 500X. Both are roughly the same size, and neither will look out of place in whichever suburb you happen to lunch. Once you've spec'ed up, the 500X is a bit less. So get that one.

### **SPECS**



AINI GOUNTRYMAN SD ALL4 995c 4cyl in-line. Performance 0-62 in 9.5secs 30mph, 47.9mpg, 156g/km



FIAT 500X 2.0 AWD Performance 1-82 in 9.8 seps 8mph. 51,4mpg. 144g/km

### 500X

The quest to cash in on the 500 continues. Similar lights, but otherwise there's nothing 500-ish here. Not a bad crossover, mind.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
1.4 MAir P'Star	£17,595	9.8	118	140	170	47.1	139	TBA
1.6 MJet P'Star	£19,095	10.5	116	120	236	68.9	109	TBA
2.0 MJet Cross	£24,095	9.8	118	140	258	51.4	144	TBA

Euro NCAP n/a, LxWxH in mm: 4248x1796x1600, 48-litre fuel tank, 350/1000-litre boot, 4 engines, 6 trims, 13 models in total.

Clarkson on Ford:
"Decent, well made cars that do everything you want for a reasonable price. A bit like M&S."

Arguably the best supermini on sale Pace-setter or pacemaker, there's some thing for everyone here.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
1.0T Zetec 3d	£13,945	11.2	112	100	125	65.7	99	8/10
1.6T 182 ST 3d	£17,250	6.9	139	182	213	47.9	139	9/10
1 6 TDCi Ztec 5d	£15,945	12.9	m	95	147	85.6	85	8/10

Euro NCAP \*\*\*\* LxWxH in mm: 3950x1720x1480, 42-litre fuel tank, 295/979-litre boot, 9 engines, 7 trims, 47 models in total.

New engines, new interior design, even a tweak to perk the handling back up. Focus is back to its best.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
1.6 Studio	£13,995	14.9	106	85	104	47.9	136	7/10
1.0T Zetec	£18,795	11.0	120	125	147	60.1	108	8/10
1.5T Tit' X	£23,520	8.6	130	182	177	51.4	127	8/10
1.5 TDCi Zetec	£20,595	10.5	120	120	199	74.3	99	8/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4358x1823x1484, 53-litre fuel tank, 363/1148-litre boot, 9 engines, 5 trims, 51 models in total

### MONDEO

Been on sale in the US for three years now. Smooth, refined and not too American, Well done Ford.



	PRICE	0-62	MPH	BHP	LBFT	MPG	002	RATING
1.6 TDCi Style	£20,795	12.1	119	115	199	78.5	94	7/10
1.5T Zetec	£21,045	9.2	138	160	177	48.7	134	7/10
2.0 TDCi Est Tit'	£24,995	9.5	130	150	258	67.3	109	7/10
							ma 11.	

Euro NCAP \*\*\*\* LxWxH in mm: 4780x1890x1500, 70-litre fuel tank, 540/1460-litre boot, 7 engines, 4 trims, 34 models in total.

Ford's reply to the Vauxhall Meriva. Sliding rear doors and no B-pillars means easy ac cess and brilliant packaging. Fine car.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
1.0T Zetec	£15,395	13.2	109	100	125	55.4	119	7/10
1.0T Titanium	£17,195	11.2	117	125	147	57.7	114	8/10
1.6 TDCi Tit	£17,895	13.9	108	95	158	70.6	104	7/10
200 10220	THE RESERVE OF THE PARTY OF THE	SERVICE.		SEVE		TOTAL STREET	PERSONAL PROPERTY.	2012 (1971 mg)

Euro NCAP \*\*\* LxWxH in mm: 4080x1860x1600, 48-litre fuel tank, 318/1386-litre boot, 6 engines, 4 trims, 14 models in total.

The latest C-Max boasts sliding doors, yet despite that it's somehow not as invigorating as the smaller B-Max.



PRICE	PRICE	PRICE	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
£20,150	11.4	116	125	147	55.4	117	6/10			
£24,045	12.3	112	115	199	57.7	129	6/10			
	£20,150	£20,150 11.4	£20,150 11.4 116	£20,150 11.4 116 125	£20,150 11.4 116 125 147	£20,150 11.4 116 125 147 55.4	Policies - Section of the Charge of the Company of the			

tank, 432/1723-litre boot, 8 engines, 3 trims, 26 models in total

### S-MAX

The sporty MPV? well, ish. But the Smacks drives well and is a sharp suit to the Galaxy's cardigan and corduroys.



	PRICE	0-62	MPH	BHP	LBFT	MPS	C02	BATING
2.0T Titan'	£31,285	7.9	146	240	250	34.0	194	7/10
2.0 TDCi Titan	£26,445	9.2	127	163	251	49.6	152	8/10
2.2 TDCi Titan	£27,670	8.8	133	200	318	42.8	174	8/10

tank, 308/2325-litre boot, 7 engines, 3 trims, 21 models in total.

### GALAXY Ford's flagship seven-seater offers extra headroom, but is otherwise upstaged by

the livelier and more desirable S-Max. 0-62 MPH

1.6 TDCi Tit' 13.4 111 115 139 6/10 2.0 TDCi Tit 9.5 126 163 250 Euro NCAP \*\*\*\*\* LxWxH in mm: 4770x1880x1660, 70-litre fuel

tank, 285/2000-litre boot, 5 engines, 3 trims, 13 models in total.

### **DATA IN NUMBERS:** CC PER SEAT

- → Engine cc per seat, Galaxy 1.6 TDCi
- → Engine cc per seat, Smart Fortwo 0.9

### KUGA

The Kuga has grown up and bought some sensible slacks. Sure, it's highly competent, but so are others.



Euro NCAP \*\*\*\*\* LxWxH in mm: 4520x1840x1700, 57-litre fuel tank, 456/1653-litre boot, 4 engines, 4 trims, 16 models in total.

Clarkson on Ginetta:

"Ginetta are based in Yorkshire. I thus hoped their cars would be no nonsense. They are."

Two-seat sports car that's not hugely powerful but feels quick because it weighs so little. Short on interior luxuries.



Euro NCAP n/a, LxWxH in mm: 3750x1640x1050, 45-litre fuel tank, 200-litre boot, 1 engine, 2 trims, 2 models in total.

2.0 R

Ginetta bought the stillborn Farbio and re-engineered it. Carbon-bodied G60 isn't cheap, but looks and sounds great.



PRICE 0-62 MPH BHP LB FT MPG CB2 3.7 V6 £68.000 4.9 165 310 288 31 Euro NCAP n/a, LxWxH in mm: 4220x1940x1050, 80-litre fuel tank,

200-litre boot, 1 engine, 1 trim, 1 model in total.

'All that great engineering completely wasted on the average buyer, who is still one hundred and eleventy.'

Individual and ingenious, the Jazz leserves to be bought by more people under ninety than it is.



0-62 MPH BHP LBFT MPG CO2 1.4 i-VTEC EX 11.8 113 98 50.4 129 £15,995 1.3 Hybrid HE £17,150 12.1 109

> Euro NCAP \*\*\*\* LxWxH in mm: 3900x1940x1170, 42-litre fuel tank, 335/1320-litre boot, 3 engines, 8 trims, 15 models in total.

Looks like a facelift, but is actually an all new model that's now quieter, more comfortable and much less bonkers inside.



Euro NCAP \*\*\*\* LxWxH in mm: 4300x1770x1470, 50-litre fuel tank, 477/1378-litre boot, 3 engines, 5 trims, 23 models in total.

### CR-Z

An award winner at TG back in 2010, Buck Rogers styling, low emissions and a compel-ling balance of performance and economy.



PRICE 0-62 MPH BHP LB FT MPG 1.5 hybrid Sport £21,125 9.5 124 137

Euro NCAP \*\*\*\*\* LxWxH in mm: 4080x1740x1400, 40-litre fuel tank, 225/401-litre boot, 1 engine, 2 trims, 2 models in total.

### CR-V

A car engineered for accountants. It's a great all-rounder but deeply boring with There are few more reliable SUVs.

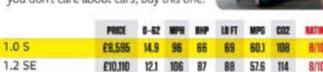


PRICE 0-62 MPH BHP 2.2 4WD SE 258 50.4 149 6/10 £27,200 9.7 118 150 Euro NCAP \*\*\*\*\*LxWxH in mm: 4570x1820x1690, 58-litre fuel

tank, 589/1648-litre boot, 2 engines, 4 trims, 10 models in total.

Clarkson on Hyundai: "Hyundai did rather well out of the scrappage scheme. But then, so did scrap dealers."

Lacks the charisma of the Panda and the sheer polish of the Up! but actually, if you don't care about cars, buy this one.



Euro NCAP \*\*\*\* LxWxH in mm: 3665x1660x1500, 40-litre fuel tank, 252-litre boot, 2 engines, 3 trims, 7 models in total.

It's the new i20! It's not that exciting! It needs better engines! Otherwise a very worthy and competent supermini.

	PRICE	0-62	MPH	ВНР	UBFT	MPG	C02	RATING
.2 S Air	£11,445	13.6	99	75	90	58.9	112	7/10
1.4 SE	£13,325	11.6	114	100	99	51.4	127	7/10

Euro NCAP n/a, LxWxH in mm: 4035x1734x1474, 50-litre fuel tank, 301/1042-litre boot, 5 engines, 6 trims, 13 models in total.

Coo, Hyundai seems to be catching up with Kia in the design stakes, and catching up with everyone else everywhere else.



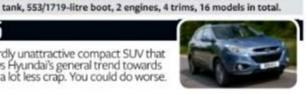
Euro NCAP \*\*\*\* LxWxH in mm: 4300x1780x1470, 53-litre fuel tank, 378/1316-litre boot, 5 engines, 5 trims, 18 models in total.

Not long ago, a Hyundai would be beige and so would its driver. The stylish i40 has changed all that. Estate is the pick.



PRICE 0-62 MPH BHP LBFT MPG 1.7 CRDi Pre' est £25,655 10.6 124 134 240 62.8 119 Euro NCAP \*\*\*\*\* LxWxH in mm: 4770x1820x1470, 70-litre fuel

A weirdly unattractive compact SUV that follows Hyundai's general trend towards being a lot less crap. You could do worse.



0-62 MPH BHP 2.0 CRDi 4WD £23,000 11.3 112 136 224 51.4 145

Euro NCAP \*\*\*\*\* LxWxH in mm: 4410x1820x1660, 58-litre fuel tank, 591/1436-litre boot, 3 engines, 4 trims, 15 models in total.

### SANTA FE

Can't afford a Disco? Then step this way, as savvy Santa Fe shows there is another way. Gymkhana mums might not agree.



PRICE 0-62 MPH BHP LB FT MPG 2.2 CRDi Style £27,800 9.8 118 197 46.3

Euro NCAP \*\*\*\* LxWxH in mm: 4660x1890x1760, 70-litre fuel tank, 534-litre boot, 1 engine, 2 trims, 7 models in total.

Clarkson on Infiniti:

"Has anyone ever thought 'what I need is a posh Datsun'? I suspect the answer is no."

More sharply styled but otherwise anonymous saloon from Nissan's lux wing. This time aimed at the BMW 3-Series.



0-62 MPH Q50 2.2d SE Q50 Hybrid 43.0

Euro NCAP \*\*\*\*\* LxWxH in mm: 4790x1820x1450, 74-litre fuel tank, 400/500-litre boot, 2 engines, 4 trims, 8 models in total.

Refined, classy and quick, but as bland as a Lexus and go carefully with the spec - it's your money you're throwing away.



0-62 MPH Hybrid GT Prem £47,205 5.5 155 306 40.9 159 6/10 258 3.0d GT £40,565 6.9 155 238 405 37.7 199

Euro NCAP n/a, LxWxH in mm: 4950x1850x1500, 70/80-litre fuel tank, 350/450/500-litre boot, 2 engines, 4 trims, 7 models in total.

A crossover SUV thing that'll separate you from the BMW X3 and Freelander herds. Will anyone ever buy it off you?



PRICE 0-62 MPH BHP LBFT MPG CO2 3.0d GT £38.983 7.9 137 235 406 33.2 224

> Euro NCAP n/a, LxWxH in mm: 4650x1800x1500, 80-litre fuel tank, 340/1175-litre boot, 2 engines, 3 trims, 5 models in total.

### DATA IN NUMBERS: INFINITE THIRST

- → Infiniti OX50 3.0d economy \$8.2mm
- → BMW X6 xDrive3Od economy 47/mm (\* 42%)

### **QX70**

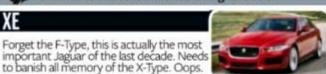
Want to avoid a BMW X6 and associated impressions of drug related violence? The QX70 is an option.



0-62 MPH BHP LBFT MPS 5.0 V8 S Prem' £54.025 155 390 21.6 307

Euro NCAP n/a, LxWxH in mm: 4870x1930x1540, 90-litre fuel tank, 410/1305-litre boot, 3 engines, 4 trims, 9 models in total.

"Still cars for the chap who takes his wife to dinner then flirts with the waitress all night. Good."



2.0T SE 37.7 2.0D 180 SE TBA 3.0 V6 S/C S £44.870 5.1 155 340 332 34.9 194

> Euro NCAP n/a LxWxH in mm: 4672x1850x1416, 47/56/63-litre fuel tank, 450-litre boot, 5 engines, 5 trims, 14 models in total.

Starting to slip off the pace, but XF is still a judo chop to Jerry's solar plexus. Does luxury, dynamics and dares to be different.



LBFT 22.2 £/3,335 2.2D 163 SE £29,945 9.8 130 163 295 57.6 7/10 3.0D S PL' est 155 275 443 46.0 Euro NCAP \*\*\* LxWxH in mm: 4960x1880x1460, 70-litre fuel

tank, 540/923-litre boot, 6 engines, 7 trims, 29 models in total.

Zoinks. The XJ is rapid, refined and just plain beautiful. The interior is so special we invented an award for it.



XJ L 3.0D Port' £67.870 XJ L 3.0 SC Por' £73,450 5.7 Euro NCAP n/a, LxWxH in mm: 5120/5250x1890x1490, 82-litre

fuel tank, 520-litre boot, 3 engines, 5 trims, 13 models in total.

### F-TYPE

Over-priced Cayman rival, or cut-price 911 alternative? Who cares, when the F-Type is this sodding good?



	PRICE	0-62	MPH	BHP	LBFT	MPG	002	RATING
3.0 V6 S Coupe	£60,250	4.9	171	380	339	31.8	213	8/10
5.0 V8 R Coupe	£85,025	4.2	186	550	501	25.5	259	9/10
3.0 V6 S Conv'	£67,520	4.9	171	380	339	31.0	213	7/10
5.0 V8 S Conv'	£79,985	4.3	186	495	460	25.5	259	8/10

Euro NCAP n/a, LxWxH in mm: 4470x1920x1300, 70-litre fuel tank, 196/315-litre boot, 3 engines, 3 trims, 14 models in total.

# "As far as I can work out these are 4x4s for the person who couldn't find their local Land Rover dealer."

After a leave of absence, the Cherokee is back to do battle with the Freelander. It's priced well and looks... interesting.



2.0 CRD 140 £25,495 10.9 116 140 53.3 139 6/10 2.0 CRD 170 4x4 £29,995

Euro NCAP \*\*\*\*\* LxWxH in mm: 4623x1859x1669, 60-litre fuel tank, 714/1267-litre boot, 2 engines, 3 trims, 6 models in total.

### GRAND CHEROKEE

Jeep may be under Fiat's control, but no-one appears to have told the Grand Cherokee. See also Chrysler 300C.

£60.720



20.0

£46,405 237 Euro NCAP \*\*\*\*LxWxH in mm: 4820x1940x1760, 93-litre fuel tank, 782/1554-litre boot, 2 engines, 4 trims, 5 models in total.

0-62

### Clarkson on Kia:

6.4 V8 SRT

3.0 CRD O'land

Former providers of our Reasonably Priced Car. At least I think they are. It's quite easy to forget." PICANTO

A Kia cracker. Latest Picanto looks

good, drives well, costs little and is

warrantied to the max.



1.0 1 3d £8,145 67.3 1,25 2 5d £10.545 R5

> Euro NCAP \*\*\*\* LxWxH in mm: 3600x1600x1480, 35-litre fuel tank, 200/870-litre boot, 2 engines, 7 trims, 11 models in total.

### CEE'D

Still a white goods car, but now it's white goods by John Lewis. Build quality is a rival for VW now, as is much else.



1.6 CRDi 4 126 65.7 112 7/10 1.6T 3d GT 143 £20,000 7.4 201 195 Euro NCAP \*\*\* LxWxH in mm: 4310x1780x1470, 53-litre fuel

tank, 380/1318-litre boot, 3 engines, 5 trims, 18 models in total.

The first generation Soul was a trendy, but empty, cube. Now it's come of age, settled down and got serious about life.



1.6 GDi Connect £14,800 10.6 115 130 118 41.5 158 1.6 CRDi Con'ct £18,400 10.8 112 126 191 58.5 132 Euro NCAP \*\*\*\* LxWxH in mm: 4140x1800x1600, 54-litre fuel

### SPORTAGE

One of the best-looking compact SUVs, but weird habits stop it being as good to drive as it is to look at.



1.7 CRDi 2WD 2 2.0 CRDi KX-4 £28,200 181

Euro NCAP \*\*\*\* LxWxH in mm: 4440x1860x1650, 58-litre fuel tank, 564/1353-litre boot,4 engines, 6 trims, 9 models in total.

"Even Audi being in charge can't stop Lambos being mad cars for those who think Ferraris are too sober."

### HURACAN

Lambo's riposte to the 458 and 650S Smoother, slicker, but is still essentially Gallardo v.2.0.



0-62 MPH BHP LB FT LP 610-4 202 610 413 22.6 290 Euro NCAP n/a, LxWxH in mm: 4459x1924x1165, 80-litre fuel tank,

TBA-litre boot, 1 engine, 1 trim, 1 model in total.



### CITROËN C4 CACTUS

Basic price £17,190 Engine 1199cc, 3cyl turbo, 110bhp, 151lb ft, 60.1mpg, 107g/km Performance 0-62mph 9.3secs, 117mph Weight 1.050kg

Colour Hello Yellow (£0) Wheels 17-inch 'Cross' alloys (£0) Trim Habana Leather and Cloth Highlight Pack (£695)

Standard equipment Tinted windows, remote central locking, front electric windows, Navigation and Hi-Fi Pack, LED daytime running lights, Bluetooth Options City Park Pack (£325), panoramic sunroof (£395), gloss white roof bars (£50), white door mirrors (£50), white rear

### TOTAL PRICE £18.705

insert with black 'Cactus' lettering (£0)



### AVENTADOR

Murcielago replacement doesn't disappoint. A hint of Audi has crept in, but the Aventador is still bonkers.



0-62 MPH LP 700-4 217 370 LP 700-4 R'ster £294,665 3.0 217 700 17.6

> Euro NCAP n/a, LxWxH in mm: 4780x2030x1140, 90-litre fuel tank, n/a-litre boot, 1 engine, 1 trim, 2 models in total.

Clarkson on Land Rover: "Have you seen the grille on the latest Range Rover? Good cars ruined by increasing bling,"

Still going, still a workhorse farmer's cart, where practicality and toughness outweigh, well, everything really



PRICE 0-62 MPH BHP LB FT MPG £33,005 14.7 90 122 265 25.5 295 Euro NCAP n/a, LxWxH in mm: 3890/4640x1790x2020, 60-litre fuel

tank, 1600/2300-litre boot, 1 engine, 3 trims, 6 models in total.

### DISCOVERY SPORT

Freelander gets a new name, and much more besides. Not cheap, but is what yummy-mummys will be driving this year



2.2 SD4 SE 117 46.3 2.2 SD4 9sp HSE £39.395 117 190

Euro NCAP \*\*\*\*\* LxWxH in mm: 4599xTBAx1724, 68-litre fuel tank, TBA-litre boot, 1 engine, 4 trims, 4 models in total.

### **DATA IN NUMBERS:** BOXING CLEVER

- → 0-62mph advantage, Disco Sport auto v manual Asses
- → Power advantage, Disco Sport auto v manual

### DISCOVERY

The best practical SUV on sale. Massive inside, thoughtful design, astonishing ability. Revised once again for 2014.



0-62 MPH BHP LB FT MPG CO2 3.0 SDV6 SE £41,595 8.8 112 256 443 35.3 213

Euro NCAP \*\*\*\* LxWxH in mm: 4830x1880x1890, 84-litre fuel tank, 280/2560-litre boot, 1 engine, 4 trims, 4 models in total.

### RANGE ROVER EVOQUE

A Range Rover for a younger, more stylish, more urban audience. One for fashionistas, not farmers.



2.0 Si4 Dy L 3d 2.2 eD4 Pure £29,205 10.6 112 150 280 56.3 133 SD4 4WD Dyn £38,805 9.5 124 190 310 49.6 149 Euro NCAP \*\*\*\* LxWxH in mm: 4360x1960x11610, 60/70-litre

fuel tank, 550/1445-litre boot, 3 engines, 3 trims, 12 models in total.

### RANGE ROVER SPORT

A prettier RRS would be a contradiction in terms, but the new one definitely comes with less thuggishness.



5.0 SC Autobio' 3.0 SDV6 HSE 3.0H SDV6 Hyb' £81,550 6.4 130 345 517 44.1 169 9/10 Euro NCAP n/a, LxWxH in mm: 4850x1983x17800, 80-litre fuel

tank, 784/1761-litre boot, 5 engines, 5 trims, 7 models in total.

### RANGE ROVER

This is not an SUV. That's too common a badge. Instead, think go-anywhere luxury car. Or GALC. Hmm, catchy.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
5.0 SC Autobi'	£98,455	5.1	140	510	461	20.5	322	8/10
3.0 TDV6 Vogue	£71,320	7.4	130	258	442	37.7	196	9/10
3.0 Hybrid SDV6	£98,425	6.9	135	340	517	44.1	169	8/10
4.4 SDV8 Vge SE	£84,740	6.5	135	340	517	32.5	229	9/10

Euro NCAP n/a, LxWxH in mm: 5000x2070x1840, 85/105-litre fuel tank, 909/2030-litre boot, 4 engines, 3 trims, 8 models in total.

7/10

"Well made, quiet, sensible. But then so is my bank manager, and I don't want to drive round in him."

IS 300h SE

3-Series drive too well for you? Then buy this, it's worse. In other areas, IS gives the Germans a much tougher time.

IS 250 SE £26,495 8.1 143 205

> Euro NCAP \*\*\*\* LxWxH in mm: 4670x1810x1430, 66-litre fuel tank, 450/480-litre boot, 2 engines, 4 trims, 8 models in total.

### **DATA IN NUMBERS:** NO BRAINER

- → CO, difference, IS 300h v IS 250 100 g/km
- → 0-62mph difference, IS 300h v IS 250

Bit heavier than we hoped, but roaring V8 is sure to give BMW's M4 a few headaches. Good thing, too.



5.0 V8

0-62 MPH BHP LBFT MPG CO2 £59,995 4.5 167 450 384 26.2 252

Euro NCAP n/a, LxWxH in mm: 4705x1845x1390, 66-litre fuel tank, 366-litre boot, 1 engine, 2 trims, 2 models in total.

Latest version of Lexus' 5-Series wannabe that's famous for coming in hightech hybrid guise. This is expensive.



GS 300h SE GS 450h F Sport £51,495

£31,495 9.2

Euro NCAP \*\*\*\* LxWxH in mm: 4850x1840x1460, 65-litre fuel tank, 465/547-litre boot, 2 engines, 4 trims, 7 models in total

Curious, Lexus sees the need to cross an SUV with a sharp object in a not altogether happy alliance.



NX 300h SE

£31,495 9.3 112 200

152 54.3 121

Euro NCAP \*\*\*\*\* LxWxH in mm: 4630x1845x1645, 56-litre fuel tank, 475/1785-litre boot, 1 engine, 5 trims, 5 models in total.

Clarkson on Lotus: What is Lotus? No-one's sure. Perhaps one day it'll build cars again and make its resurrection stick."

ceral driving thrills in a relatively usable package. This is steering feel.



1.6 Standard

PRICE 0-62 MPH BHP

£28,889 6.0 127 134 4.6 145 220

118

45.0 185

Euro NCAP n/a, LxWxH in mm: 3790x1850x1120, 44-litre fuel tank, 112-litre boot, 2 engines, 2 trims, 2 models in total.

### EVORA

Updated in 2012 with a much improved interior. Brilliant as ever to drive. Downsides? Porsche's latest 911...



3.5 Standard

0-62 MPH BHP 4.9 162 276 4.6 172 345

258 30.3 295 28.7 229

Furo NCAP n/a. LxWxH in mm: 4340x1850x1220, 55-litre fuel tank. 160-litre boot, 2 engines, 2 trims, 4 models in total.

### **EXIGE S**

Lotus' track car has grown up and got heavier. But don't worry, this makes it more usable. Deliriously good to drive.



0-62 MPH BHP LBFT MPG CO2 3.5 V6 Standard £54,389 4.0 170 345 3.5 V6 Roadster £54.389 3.8 145 345

Euro NCAP n/a, LxWxH in mm: 4050x1800x1150, 40-litre fuel tank, n/a-litre boot, 1 engine, 1 trim, 2 models in total.



Mitsubishi Lancer Evo FQ-440

110hp per cyl



Porsche 911

Turbo S 93hp per cyl



0 Nissan

GT-R 91hp per cyl



Mercedes-Benz

A 45 AMG 90hp per cyl



Ø Ariel Atom

3.5 350 R 87.5hp per cyl

### BHP PER CYL HYBRID



BMW

120hp per cyl



McLaren

114hp per cyl



0 Porsche 918 Spyder 110hp per cyl



0 BMW i3 REX

85hp per cyl



0 Ferrari LaFerrari

70hp per cyl

"A brand made for the Cool Wall. So effortlessly cool, you don't mind the fact they're not very good.

Maserati builds a BMW 5-Series. It's available with a diesel engine. Well, they think it's a good idea.



3.0 V6 3.0 V6 TT S 3.0 V6 Diesel £48,835 442 47.9 6.3 155 275 Euro NCAP \*\*\*\*\* LxWxH in mm: 4970x1950x1460, 80-litre fuel

tank, 500-litre boot, 3 engine, 2 trims, 3 models in total.

### QUATTROPORTE

Noooo - what have they done? The old one was soul personified, this looks a bit... meh. Still, at least it drives better.



3.0 TT V6 177 410 26.9 £80.115 4.9 8/10 3.8 TT V8

Euro NCAP n/a, LxWxH in mm: 5050x1900x1440, 90-litre fuel tank, 450-litre boot, 2 engines, 1 trims, 2 models in total.

### GRANTURISMO

Muscular, pretty coupe that's more GT than sports car. Nothing wrong there and the MC Strad has bite if you need it.



0-82 MPH BHP 4.7 460 Sport 4.7 MC Stradale 4.7 GranCabrio £98.340 5.2 177 440 19.5 337

Euro NCAP n/a, LxWxH in mm: 4880x1920x1350, 86-litre fuel tank, 260-litre boot, 3 engines, 3 trims, 5 models in total.

Clarkson on Mazda:

"Despite brave new looks, Mazda's are still as boring as a tax seminar in Kettering. How do they do that?"

Smart, snappy little supermini that's both lightweight and most of a Ford Fiesta. Pity that Mazda hasn't evolved it more.



1.3 SE 5d 1.3 Sport V 5d £13,495 13.6 106 89 Euro NCAP \*\*\*\* LxWxH in mm: 3920x1700x1480, 42-litre fuel

The 6's design language moves to the 3. So does the handling verve. After that we're ess sure why you'd have one over a (



1.5 SE 2.0 Sport Nav Euro NCAP \*\*\*\* LxWxH in mm: 4465x1795x1450, 51-litre fuel

Handsome mid-size saloon with some



2.0 165 Sport 47.8 7.8 129 62.7 119

> Euro NCAP \*\*\*\*\* LxWxH in mm: 4870x1840x1450, 62-litre fuel tank, 489-litre boot, 3 engines, 3 trims, 13 models in total.

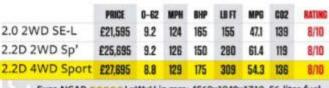
Still one of the best two-seat roadsters on the market. Not hugely powerful, but that's not the point. A sweetie.



0-62 MPH 1.8 126 SE s/t £18,495 9.9 121 126 123 39.8 167 2.0 Sport Tec RC £23,095 7.9

Euro NCAP n/a, LxWxH in mm: 4020x1720x1260, 50-litre fuel tank, 150-litre boot, 2 engines, 3 trims, 5 models in total.

Mazda says the design is radical. It isn't. But much else is. Clever engines, good dynamics and lots of space inside.



Euro NCAP \*\*\*\* LxWxH in mm: 4560x1840x1710, 56-litre fuel tank, 503/1620-litre boot, 2 engines, 3 trims, 6 models in total.

**McLaren** 

Clarkson on McLaren

"Supercar firms should be founded by men with names like Enzo. Not ones like Ron."

Not a facelifted 12C, says McLaren, but an all new car. Has a P1 nose, more speed, is the car the 12C should have been.

PROF. 0.00 MAN NO. 10.07 MAN 10.07	DATINO	
PRICE 0-62 MPH BHP LBFT MPG GOZ	mai mu	
650S £195,250 3.0 207 650 500 24.2 275	9/10	
650S Spider £215,250 3.2 207 650 500 24.2 275	9/10	

Euro NCAP n/a, LxWxH in mm: 4512x1910x1199, 72-litre fuel tank, 145-litre boot, 1 engine, 1 trim, 2 models in total.

Same carbon tub as the 12C, same base V8; but five times the price. Yin to the LaFerrari's yang. Well done, Ron.



Euro NCAP n/a, LxWxH in mm: 4700x2000x1110, n/a-litre fuel tank, 120-litre boot, 1 engine, 1 trim, 1 model in total.

"Sensible diesels and mentalist AMGs, with so many cars in between they're going to run out of letters."

Despite the bulbous drunkards nose this is a conventional hatch. Watch the spec or you'll muck it up.



	PRICE	0-62	MPH	BHP	LBFT	MPS	602	RATING
A 250 by AMG	£29,360	6.6	149	211	258	44.1	148	5/10
A 45 AMG	£38,195	4.6	155	365	332	40.9	161	8/10
A 180 CDI SE	£21,965	11.3	118	109	191	78.5	92	6/10
A 200 CDI AMGS	£25,110	9.3	130	136	221	64.2	116	6/10
THE RESIDENCE OF THE PARTY OF T								

Euro NCAP \*\*\*\*\* LxWxH in mm: 4290x1780x1430, 50-litre fuel tank, 341/1157-litre boot, 5 engines, 5 trims, 12 models in total.

### B-CLASS

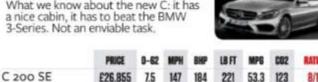
This Volkswagen Golf SV rival remains oddly proportioned but has plenty of tech inside. Not to mention space.



B 180 CDI SE 5d £22,575 11.6 118 109 184 68.9 108 Euro NCAP \*\*\*\*\* LxWxH in mm: 4360x1790x1560, 50-litre fuel

tank, 488-litre boot, 5 engines, 3 trims, 17 models in total.

What we know about the new C: it has a nice cabin, it has to beat the BMW



Euro NCAP \*\*\*\* LxWxH in mm: 4685x1810x1447, 66-litre fuel tank, 480-litre boot, 7 engines, 5 trims, 38 models in total.

C 220 BT SE C 220 BT AMG L

Ooh, fancy nose! Better than the A-Class's Merc's big exec has got its mojo back. Selfconfident, relaxed and refined.

£32,855



	PRICE	0-62	MPH	BHP	LBFT	MPS	COZ	RATING
E 63 AMG	£74,155	4.3	155	557	531	28.3	234	9/10
E 220 CDI SE Est	£34,670	8.8	137	170	295	55.4	133	7/10
E 350 BTC AMG	£41,260	6.6	155	252	457	47.1	157	7/10

Euro NCAP \*\*\*\*LxWxH in mm: 4870x1850x1470, 59-litre fuel tank, 270/950-litre boot, 7 engines, 3 trims, 22 models in total.

ved the luxury	eet the car that has single-handedly yed the luxury car class from the SUV tursion. Sublime in most ways.							0
	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
oo I Hybrid	200 ans	0.0	155	222	979	AAR	147	9/10

	PRICE	0-62	MPH	BHP	LBFT	MPG	COZ	RATING
S 400 L Hybrid	£69,905	8.8	155	333	272	44.8	147	9/10
S 500 L	£88,395	4.8	155	455	516	31.7	207	9/10
S 350 BlueTEC	£62,905	6.8	155	258	457	51.4	146	9/10

Euro NCAP n/a, LxWxH in mm: 5110/5250x1900x1490, 70/80-litre fuel tank, 510/530-litre boot, 7 engines, 3 trims, 11 models in total.

### **DATA IN NUMBERS:** ECO RIVALS

- → S 300 BlueTEC Hybrid economy # Among
- → Mini One economy \$1.4m

One of the most competent cars in Merc's range. It no longer defines cool like the first one, but it's all top drawer.



Euro NCAP n/a, LxWxH in mm: 4920x1850x1470, 580-litre fuel tank 520-litre boot, 4 engines, 3 trims, 11 models in total.

Loads of tech, loads of power, loads of class, quite a bit of cash. New coupe is good enough to justify it all.



S 63 AMG 663 27.9 237 Euro NCAP n/a, LxWxH in mm: 5027x1899x1411, 80-litre fuel

tank, 400-litre boot, 3 engines, 3 trims, 3 models in total.

Third-gen SLK still hasn't got the dynamic talent it needs. Gadgets galore, including a roof which changes opacity.



	PRICE	0-62	MPH	BHP	LBFT	MPG	002	RATING	
SLK 350 BE Sp	£44,605	5.6	155	306	272	39.8	167	6/10	
SLK 55 AMG	£55,345	4.6	155	421	398	33,6	195	7/10	

Euro NCAP \*\*\*\* LxWxH in mm: 4130x1810x1300, 66-litre fuel tank, 225/335-litre boot, 5 engines, 3 trims, 6 models in total.

### SL-CLASS

Perhaps the best all-round, usable hardtop convertible on sale today. Practical, fast, excellent quality and dynamics.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	BATING
SL 500	£81,915	4.6	155	435	516	31.0	212	8/10
SL 63 V8 AMG	£112,510	4.2	155	537	590	28.5	231	8/10
SL 65 V8 AMG	£170,815	4.0	155	630	737	24.4	270	8/10

235/339-litre boot, 4 engines, 2 trims, 4 models in total.

AMG gets serious about hammering Porsche. Doesn't quite have a 911's finesse, but boy does it make you feel good.



	PRICE	0-62	MPH	BHP	UBFT	MPG	C02	RATING
GT	£97,195	4.0	189	462	443	30.4	216	9/10
GTS	£110,495	3.8	193	517	480	30.1	219	9/10
Furo I	NCAP n/a LyWyH	in me	n: 454	6×193	9v128	7 85-1	tre fu	ol

tank, 285-litre boot, 2 engines, 2 trims, 2 models in total.

On paper little more than a pointless curiosity, but in reality a rather well judged crossover. Better than the CLA at least.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C82	RATING
GLA 200 CDI	£25,850	10.0	127	136	221	62.8	119	8/10
GLA 250 4Matic	£29,915	7.1	143	211	250	42.8	154	8/10

Euro NCAP n/a, LxWxH in mm: 4417x1804x1494, 50/56-litre fuel tank, 481-litre boot, 3 engines, 8 trims, 23 models in total.

### M-CLASS

Latest M-Class does nothing to lift it above rivals, except look a bit strange Which is hardly encouraging for buyers.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
ML 250	£48,190	9.0	130	204	369	46.3	159	7/10
ML 350 BlueTec	£51,335	7.4	139	258	457	39.2	189	7/10
ML 63 AMG	£86,995	4.8	155	525	517	23.9	276	7/10

tank, 690/2010-litre boot, 3 engines, 3 trims, 5 models in total

The GL is basically the even bigger, seven seat version of the ML. Able to change weather systems as it drives along.



	FRINE	0-02	mrn	Dest	rott	mru	905	BALLING	
GL 350 AMG Sp'	£60,750	7.9	137	258	457	35.3	209	7/10	
Euro NCAP n	THE PERSON NAMED IN COLUMN					MANUSCO O			

### The E-Class Estate.

FROM JUST £379\* PER MONTH WITH AN ADVANCE PAYMENT OF £379 INCLUDING

17" Alloy Wheels

Leather Upholstery

COMAND Online Satellite Navigation

Automatic Powered Tailgate

\*Business Users only. Advance payment applies. Official government fuel consumption figures in mpg (litres per 100km) for the E-Class Official EU-regulated test data are provided for comparison purposes and actual performance will depend on driving style, road conditions and other non-technical factors. Model featured is a Mercedes-Benz E 220 Blue EC SE Estate at £36,705 on-the-road with ides-Benz E 220 BlueTEC SE Estate at £35,705 on-the-road with with automatic transmission and optional metallic paint on a 35 month (1+35 profile) Contract Hire agreement with an advance payment of £379. Excess mileage charges may apply. 10,000 miles per annum. Rental includes Road Fund Licence for the contract. offer. Some combinations of features/options may not be available. Credit provided subject to status by Mercedes-Benz Financial Services UK Limited, MK15 8BA. Prices correct at time of going to print 12/14.

# "Reborn British sports car maker. Now about as British as crispy duck and chiu-chao dumplings."

After the startling success of the MG6 MG unleashes a supermini on the world. World can hardly believe its luck.



C82

1.5 VTi-TECH

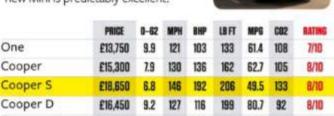
£8,399

BHP LBFT

101 48.7 136 5/10 10.9 108 106 Euro NCAP \*\*\* LxWxH in mm: 4018x1729x1507, 45-litre fuel tank, 285-litre boot, 1 engine, 4 trims, 4 models in total.

### The hatch is a cute, cool, fun car built in Oxford. The less said about the rest of the range, the better." MINI HATCH

Yes, it's bigger, and no, that isn't necessarily a good thing. Apart from that, the new Mini is predictably excellent.



140 Euro NCAP \*\*\*\* LxWxH in mm: 3821/3982x1727x1414, 40/44-litre fuel tank, 211/278-litre boot, 6 engines, 6 trims, 12 models in total.

170

### CLUBMAN

Cooper 5dr

Cooper SD 5dr

The first wilfully different Mini. Small and impractical with silly doors that some people actually found useful.

£20,050

7.4



7/10

Cooper S £19,500 7.5 141 184 177 47.9 137 6/10 Cooper SD £20,180 8.6 134 143 224 64.2 115 7/10

Euro NCAP n/a, LxWxH in mm: 3940x1680x143, 40/50-litre fuel tank, 260/930-litre boot, 7 engines, 7 trims, 7 models in total.

### COUPE/ROADSTER

You like to be different, don't you? You'll pay more for an inferior product? You liké ugly? Why, just step this way.



PRICE 0-62 MPH BHP LBFT MPG CO2 Cooper S Coupe £19,990 6.9 143 184 192 48.7 136

Euro NCAP n/a, LxWxH in mm: 3730x1680x1380, 50-litre fuel tank, 240/280-litre boot, 4 engines, 4 trims, 8 models in total

### PACEMAN

Another car we didn't ask for, from a firm with seemingly few ideas. What's the Paceman for, Mini?



Cooper S Euro NCAP n/a, LxWxH in mm: 4110x1790x1520, 47-litre fuel



### LAND ROVER DISCOVERY 3.0 SOV6 SE TECH

Price £47,495 Specs 252bhp, 443lb ft, 0-62mph 9.3secs, VMax 112mph. 35.3mpa, CO2 213a/km

Getting better and better with each generation. Seven seats, off-road ability, comfort and just enough luxe make this the thinking man's Range Rover.



### LAND ROVER DEFENDER 90 STATION WAGON

Price £24,255 Specs 120bhp. 266lb ft, 0-62mph 15.8secs, VMax 90mph, 27.7mpg, CO2 269g/km

Aged workhorse of the Land Rover stable, but not quite ready for the knackers yard yet. An icon, and one that will be extremely hard to replace.



### **DACIA DUSTER ACCESS** 1.6 4X4

Price £11,495 Specs 104bhp. 109lb ft. 0-62mph 12.8secs. VMax 99mph, 35.3mpg, CO2 185g/km

Britain's cheapest four-wheel drive, and no less brilliant because of that. Not much in the way of standard kit, but then who cares for £11k?



### MERCEDES G-CLASS 350 BLUETEC

Price £86,435 Specs 208bhp. 398lb ft, 0-62mph 9.1secs, VMax 108mph. 25.2mpg. CO2 295g/km

Along with cockroaches, probably about the only thing capable of withstanding nuclear fallout. Epic off-road, very suspect on-road



### TOYOTA LAND CRUISER

Price £47.960 Specs 208bhp, 310lb ft, 0-62mph 11.0secs. VMax 109mph, 34.9mpg, CO2 213g/km

Looks expensive, until you remember how long it will outlive you by. There's a reason that Toyotas are used in the most inhospitable bits of the planet, you know.

"The Evo is dead so the entire range is meaningless. Burberry enthusiasts must shop elsewhere."

Clarkson isn't wrong. The Evo is dead. Apart from these 40 special models. Pricey? Yes. Fast? You'd better believe it.



MPG CO2

LBFT

0-62 MPH BHP Evo FQ-440 MR TBA TBA 440 412

> Euro NCAP n/a, LxWxH in mm: 4505x1810x1481, 55-litre fuel tank, TBA-litre boot, 1 engine, 1 trim, 1 model in total

### **DATA IN NUMBERS:** POWERHOUSE

→ Evo FQ-440 power per corner

### OUTLANDER

No-nonsense seven-seat SUV. Fair to middling. Plug-in hybrid version offered too. No one will buy that one either.



2.0 PHEV GX3h 148.7 £33.304 2.2 DI-D GX2 £23,984 124 53.3 10.2 150

Euro NCAP \*\*\* LyWxH in mm: 4660x1800x1680, 60-litre fuel tank, 550/1755-litre boot, 2 engines, 4 trims, 7 models in total.

Clarkson on Morgan: "Hammond has one but don't let that put you off. Actually, do. Who wants a car made of w

### Eccentric and impractical, but for putting

a smile on your face, nothing this side of a Tiger Moth competes.

PRICE 0-62 MPH BHP LBFT MPG 2.0 Bespoke 2d £30,000 4.5 120 110

Euro NCAP n/a, LxWxH in mm: n/a, 40-litre fuel tank, n/a-litre boot, 1 engine, 2 trims, 2 models in total

### CLASSIC

The only car to look like a restoration when actually new. The reasonably new Plus 8 is a fearsomely fast thing.



2.0 Plus 4 £36,290 4.8 Plus 8 £85,200 155 367 370 4.5 23.0

Euro NCAP n/a, LxWxH in mm: 4010x1500/1720x1220, 50-litre fuel tank, n/a-litre boot, 4 engines, 6 trims, 6 models in total.

### AERO 8

Some ash still lurks in the frame of this sports car. Creaks a bit, but otherwise not as antiquated as you might think.



4.8 V8 Coupe 4.8 V8 S'sports £126,900 170 367 370 26.0 256

> Euro NCAP n/a, LxWxH in mm: 4120x1770x1200, 57-litre fuel tank, 227-litre boot, 1 engine, 2 trims, 2 models in total



range: urban 20.3(13.9)-70.6(4.0), extra urban 36.2(7.8)-74.3(3.8), combined 28.3(9.9)-68.9(4.1). CO<sub>2</sub> emissions: 234-107 g/km. automatic transmission and optional metallic point at £645 (on-the-road price includes VAT, delivery, 12 months? Road Fund Licence, number plates, first registration fee and fuelt. "All payments subject to VAT at 20% Finance based on an E220 BlueTEC SE Estate duration. Guarantees and indemnities may be required. Orders/oredit approvals on selected E-Class Estate models between 1 October and 31 December 2014, registered by 31 March 2015. Subject to availability, offers cannot be used in conjunction with any other



NOTE

1.2 DIG-S

New nose, same commodious cabin. Otherwise precious little to tempt Doris out of her Jazz.



38.2

Euro NCAP \*\*\*\*LxWxH in mm: 4100x1695x1536, 41-litre fuel tank, 325-litre boot, 3 engines, 4 trims, 12 models in total.

JUKE Clever little SUV crossover that looks like... well, looks like nothing else we can think of. Very nice, if a little odd.



124 Euro NCAP \*\*\*\* LxWxH in mm: 4135x1765x1565, 46-litre fuel tank, 350/1181-litre boot, 5 engines, 4 trims, 15 models in total.

190

1.6 94 Visia

1.6 DiG-T 190

Years spent sorting its crossovers mean Nissan has lost its hatchback touch. Pulsar is glo

£21,420

orio	usly averag							
	PRICE	0-62	MPH	BHP	LBFT	MPG	002	RATING
	£15,995	10.8	118	115	148	56.5	117	3/10
	£17,595	11.5	115	110	192	78.5	94	3/10

Euro NCAP \*\*\*\* LxWxH in mm: 4387x1768x1520, 46-litre fuel tank, 360/1307-litre boot, 2 engines, 4 trims, 8 models in total.

LEAF

1.2 DiG-T

1.5 dCi 110

The first mass-produced leccy car. It's impressive, but our infrastructure needs sorting before it really makes sense.



n/a

Euro NCAP \*\*\*\*\* LxWxH in mm: 4450x1780x1570, no fuel tank, 330/680-litre boot, 1 electric motor, 3 trims, 3 models in total.

109 206

£26,490 11.9 90

QASHQAI

EV Visia

Nissan started the Qashqai craze, so the new one is predictably safe. It's better than ever for, you know, family stuff.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
1.2 DiG-T Visia	£17,595	11.3	114	115	140	50.4	132	8/10
1.6 dCi Visia	£20,595	10.5	118	130	236	64.2	115	8/10
1.6 dCi 4WD Ac'	£25,695	10.9	118	130	236	57.6	129	8/10

Euro NCAP \*\*\*\* LxWxH in mm: 4370x1800x1595, 65-litre fuel tank, 430-litre boot, 3 engines, 4 trims, 14 models in total.

X-TRAIL

The X-Trail used to be a rufty-tufty thing. Now it's been emasci result, we think it's better. Fickle, us?



PRICE 0-62 MPH BHP LBFT MPG CG2 1.6 dCi 130 Visia £22,995 10.5 117 130 236 57.6 129 8/10 Euro NCAP \*\*\*\*\* LxWxH in mm: 4643x1820x1695, 60-litre fuel



Price £17.250

Specs 180bhp, 177lb ft, 0-62mph 6.9secs. VMax 137mph, 47.9mpg.

Effervescent little hot hatch that's as good we dared hope and better than rivals. Sharp nose, accurate steering, energetic turbo and a tail that gets involved.



MINI COOPER S

**Price £18,655** 

Specs 192bhp, 207lb ft, 0-62mph 6.8secs, VMax 146mph, 49.6mpg CO2 133g/km

Might not quite match the Fiesta's cheeky charm, but the new Mini still knows how to have a good time. Steady on the options or the price spirals alarmingly.



PEUGEOT 208 STI **Price £18,990** 

Specs 200bhp, 202lb ft, 0-62mph 6.8secs, VMax 143mph. 47.9mpg. CO2 139g/km

They claim it's a replacement for the 205 GTI. It isn't. But it never could be. Far too safe and well built. But it is a very fine effort and for that we should be thankful



RENAULTSPORT CLIO

Price £18,995 Specs 200bhp. 177lb ft, 0-62mph 6.7secs, VMax 143mph, 44.8mpg, CO2 144g/km

Paddleshift gearbox, turbo, five doors. It's a Renaultsport folks, but not as we know it. Better in everyday areas, but with the wild streak dialed out. Shame.



SUZUKI SWIFT SPORT Price £13,999

Specs 136bhp, 118lb fr, 0-62mph 8.7secs, VMax 121mph, 44.1mpg

This is how the Renaultsport Clio started out. Fizzing engine, chuck-it-around handling, cheap price, big fun.

### 1370Z

Z still looks great, but where's the firebreathing manliness of the old one, Nissani GT86 has highlighted its shortcomings.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C82	RATING	
.7 V6 Standard	£27,015	5.3	155	326	269	26.9	249	7/10	
.7 V6 GT R'ster	£37,015	5.5	155	326	269	25.2	262	7/10	

Euro NCAP n/a, LxWxH in mm: 4250x1850x1320, 72-litre fuel tank, 235-litre boot, 2 engines, 3 trims, 3 models in total.

3.

Cheap at twice the price, the GT-R is an uber-techy, violently capable, ruthlessly rapid speed machine. Drive one.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C82	RATING
3.8 V6 550	£78,020	2.8	196	550	466	24.0	275	10/10
3.8 V6 Nismo	£125,000	<2.7	TBA	600	466	TBA	TBA	10/10
Furo NCAD	n/s LyWyb	in m	n: 467	nv190	5-127	0.74-1	irra for	of

tank, 315-litre boot, 2 engines, 2 trims, 2 models in total.

Clarkson on Noble:
"Designed in Leicestershire by blokes using bits of the industrial revolution. Despite that, brilliant."

Powered by a twin turbo Volvo XC90 V8, the old school M600 is epically fast and amazingly supple. Major want.



4.4 V8 T 650 £200,000 3.0 225 650 Euro NCAP n/a, LxWxH in mm: 4360x1910x1120, 68-litre fuel tank, n/a-litre boot, 1 engine, 1 trim, 1 model in total.

"Paganis are everything a supercar should be: epically fast and madder than a stabbed badger."

IHUAYRA

The name is what you exclaim when you nail the throttle in this twin turbo V12'd, active aero'd hypercar.



6.0 V12 £990,000 n/a 230 730 811 23.5 300 Euro NCAP n/a, LxWxH in mm: 4610x2040x1170, 85-litre fuel tank,

n/a-litre boot, 1 engine, 1 trim, 1 model in total.

0-62 MPH BHP LBFT MPG

"208 GTi might be the beginning of a revolution at Peugeot. Time and the eurozone crisis will tell."

Now more refined and comfortable That's the one Toyota made.



1.0 69 Access 3d £8,245 14.3 99 69 70 68.9 95

Nothing's faster through a city or down a narrow B-road Euro NCAP \*\*\*\* LxWxH in mm: 3475x1615x1460, 35-litre fuel tank, 135(550)/1982-litre boot, 1 engine, 4 trims, 14 models in total. tank, 196/780-litre boot, 2 engines, 4 trims, 12 models in total.



Official fuel consumption figures for the Audi A5 Sportback range mpg (I/100km): Urban 32.1 (8.8) – 57.6 (4.9), Extra Urban 50.4 (5.6) – 76.3 The price shown is the recommended on-the-road price. Prices quoted are correct at time of publication (January 2015).

Congratulations Peugeot, it's only taken you 25 years to reimagine the 205. 208 is light, likeable and French. In a good way.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	002	RATING
1.2 VTi Ac've 3d	£12,695	12.2	109	83	87	62.8	104	6/10
1.6 THP GTi	£18,900	8.8	143	200	202	47.9	139	7/10
1.6 e-HDi Allure	£16,445	12.2	115	92	169	74.3	98	6/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 3970x1740x1460, 50-litre fuel tank, 285/1152-litre boot, 9 engines, 7 trims, 43 models in total.

### 308

Well, knock us down with a feather, out of nowhere, Peugeot gives us a hatch good to drive and own. Gobs smacked.

£20.150

£19,095 10.2 121



Euro NCAP \*\*\*\*\* LxWxH in mm: 4253x1804x1457, 53-litre fuel tank, 470/1309-litre boot, 9 engines, 4 trims, 23 models in total.

115

1.6 THP Allure

Peugeot's replacement for the 407 is actually quite nice in an average sort of way. Just been facelifted.



	PRICE	0-62	MPH	BHP	BFT	MPG	C02	RATING
2.0 HDi Active	£22,445	10.8	130	140	236	61.4	119	5/10
Free NCAD		MARKET S		4020	1002	ages.	The Stee	a front

uro NCAP \*\*\*\*\* LxWxH in mm: 4830x1853x1456, 72-litre fue tank, 473-litre boot, 5 engines, 4 trims, 17 models in total.

### RCZ

Peugeot's stunning coupe marks a renaissance. Good-looking, fun to drive, tolerable value. Now go buy an Audi TT.

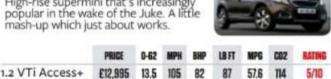


	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
1.6 THP 200 GT	£26,900	7.6	146	200	206	42.1	155	7/10
RCZ R	£32,000	5.9	155	270	244	44.8	145	7/10
2.0 HDi 163 GT	£26,350	8.7	137	163	240	53.2	139	7/10

Euro NCAP n/a, LxWxH in mm: 4290x1850x1350, 55-litre fuel tank, 309-litre boot, 4 engines, 3 trims, 6 models in total.

### 2008

High-rise supermini that's increasingly popular in the wake of the Juke. A little mash-up which just about works.



Euro NCAP \*\*\*\*\*LxWxH in mm: 4160x1740x1560, 50-litre fuel tank, 360/1172-litre boot, 5 engines, 4 trims, 15 models in total.

199

70.6 106

£19.445 10.4 117 115

### 5008

1.6 e-HDi Feline

Large seven-seat MPV that looks pretty good and does everything a family might want, although it's less brilliant to drive.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
2.0 HDi Active	£23,450	10.0	121	150	251	53.3	138	5/10

Euro NCAP \*\*\*\* LxWxH in mm: 4530x1837x1638, 60-litre fuel tank, 679/2506-litre boot, 6 engines, 3 trims, 13 models in total.





SsangYong Turismo 875 litres



Citroen Berlingo Multispace **675 litres** 



Fiat Doblo 790 litres



Peugeot 308 SW 660 litres



Chrysler Grand Voyager 756 litres



Volkswagen Passat Estate 650 litres



Land Rover Freelander 2 755 litres



Toyota RAV4 647 litres



Peugeot Partner Tepee 675 litres



Skoda Octavia Estate 610 litres

# "Hammond has a Porsche. So does May. Under Cool Wall rules, that makes them as cool as plastic shoes.

The best sports-roadster on sale, bar none. Don't shop anywhere else if you can afford it. S betters Jaguar F-Type...



Euro NCAP n/a, LxWxH in mm: 4370x1800x1280, 64-litre fuel tank, 130/280-litre boot, 3 engines, 3 trims, 3 models in total.

2.7 265

3.4 315 S

3.4 GTS

The 911's poor relation? Only if you're a social climber. The Cayman is the purer, more satisfying driver's car.

£39,694

£48,783



3.4 GTS 31.4 211 £55,397 4.9 177 340 280 Euro NCAP n/a, LxWxH in mm: 4380x1800x1300, 64-litre fuel tank, 150/425-litre boot, 3 engines, 3 trims, 3 models in total.

2.7 275

3.4 325 5

Styling is evolutionary and cabin shared with Panamera, but this is Porsche proving it's the world's best sports car builder.



PRICE	0-62	MPH	BHP	LBFT	MPS	C82	RATING
£83,545	4.5	188	400	324	29.7	224	9/10
£95,862	4.4	188	440	324	28.5	233	9/10
£100,540	3.5	196	475	324	22.7	289	10/10
£142,120	3.1	197	560	552	29.1	227	8/10
	£83,545 £95,862 £100,540	£83,545 4.5 £95,862 4.4	£83,545 4.5 188 £95,862 4.4 188 £100,540 3.5 196	£83,545 4.5 188 400 £95,862 4.4 188 440 £100,540 3.5 196 475	£83,545 4.5 188 400 324 £95,862 4.4 188 440 324 £100,540 3.5 196 475 324	£83,545 4.5 188 400 324 29.7 £95,862 4.4 188 440 324 28.5 £100,540 3.5 196 475 324 22.7	£83,545 4.5 188 400 324 29.7 224 £95,862 4.4 188 440 324 28.5 233 £100,540 3.5 196 475 324 22.7 289

Euro NCAP n/a, LxWxH in mm: 4490x1800x1300, 64-litre fuel tank, 135-litre boot, 6 engines, 10 trims, 20 models in total.

Quite possibly the most complex car in the world. But it all works, and is mindbending. Also quite fast.



	PRICE	0-62	MPH	BHP	LBFT	MPS	C02	RATINE
918	£659,775	2.8	211	885	801	85	79	10/10
918 Weissach	£720,914	2.8	211	885	891	85	79	10/10

Euro NCAP n/a, LxWxH in mm: 4643x1940x1167, 70-litre fuel tank, 110-litre boot, 1 engine, 2 trims, 2 models in total.

### PANAMERA

Four-door, four-seat family Porsche. Very fast, quite hard to fall in love with, apart from the rather outrageous GTS model.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
4.8 V8 GTS	£93,391	4.5	179	400	368	25.4	260	7/10
4.8 V8 Turbo S	£131,152	3.8	192	570	552	27.7	239	6/10
3.0 V6 Diesel	£65,289	6.8	150	250	405	43.5	172	6/10
E-Hybrid	£89,327	5.5	167	338	325	91.0	71	6/10

445/1263-litre boot, 8 engines, 8 trims, 9 models in total.

Audi

# Vorsprung durch Technik Satellite Navigation

The Audi A5 Sportback 5 line from £31,540. Precision-engineered value from Audi.

(3.7), Combined 42.2 (6.7) - 67.3 (4.2). CO2 emissions 155 - 109g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.

### MACAN

Porsche's Range Rover Evoque is a tidy looker that has image by the bucketload. Thus, soon to be everywhere...



	PRICE	0-62	MPH	BHP	LBFT	MPG	002	RATING
S	£43,300	5.4	157	340	339	32.5	204	8/10
Turbo	£59,300	4.8	165	400	405	31.7	208	8/10
S Diesel	£43,300	6.3	142	258	427	46.3	159	8/10

tank, 500/1500-litre boot, 4 engines, 4 trims, 4 models in total.

Sporting SUV that's very capable and now better to look at. It no longer has a ride that ruins your spine, either

E61,474



156 Euro NCAP n/a, LxWxH in mm: 4855x1939x1705, 100-litre fuel tank, 670/1780-litre boot, 7 engines, 7 trims, 7 models in total.

383

626

35.3 209

### DATA IN NUMBERS: UNLIKELY RIVALS

→ Porsche Cayenne S Diesel O-62mph

5.4

→ Tesla Model S 85 0-62mph



S Diesel

Clarkson on Radical:

"A skateboard for those with reactions of a coffeedoused mongoose and a concrete spine.

Few are as extreme, and few cope as badly with British roads. A car for dry smooth, clear tarmac. Such as a track



PRICE 0-62 MPH BHP LBFT MPG CO2 2.0 245 Std £69,850 3.4 160 245 265

> Euro NCAP n/a, LxWxH in mm: 4100x1790x1130, 50-litre fuel tank n/a-litre boot, 1 engine, 1 trim, 1 model in total.

### RXC

Now here's a trick: Radical's second road car has much more power and a roof, but is far tamer to drive.



n/a n/a

	PRICE	0-62	MPH	BHP	LBFT	MPS	C82	RATINE
3.7 V6	£94,500	2.8	175	350	320	n/a	n/a	8/10
3.5 V6 EcoBoost	£107,500	2.6	185	454	500	n/a	n/a	8/10

Euro NCAP n/a, LxWxH in mm: 4300x1960x1127, 50-litre fuel tank, n/a-litre boot, 2 engines, 1 trim, 2 models in total.



"Renaults are blessed with the sort of jaunty French-ness that helps you forgive the bits that fall off."

Rear-engined, rear drive, it's a mini-911! Only it's actually a cheeky little city car. Turbo is only one with any nous, though.



	PRICE	0-62	MPH	BHP	LBFT	MPG	082	RATING
1.0 SCe 70	£9,495	14.5	94	70	67	62.7	105	5/10
0.9 TCe 90	£11,695	10.8	103	90	99	65.7	99	7/10

Euro NCAP \*\*\* LxWxH in mm: 3595x1646x1554, 35-litre fuel tank, 188/980-litre boot, 2 engines, 3 trims, 4 models in total.

God knows what's got into us, but we badly want a Twizy. Mainly to sneak up on other cars in electrical silence.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
13kW EV	£7,595	n/a	50	17	42	n/a	0	7/10
From MC1	Marie Latera	Witness or other		0.42		0		-L

Euro NCAP n/a, LxWxH in mm: 2340x1240x1460, no fuel tank, 31-litre boot, 1 electric motor, 3 trims, 3 models in total.

This could be the point where electric cars start to prove themselves. The Zoe looks great and costs little.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
EV Expression	£18,443	13.5	84	88	162	n/a	0	6/10
	SECTION AND ADDRESS.						BRIDGE OF	War care

328/1225-litre boot, 1 electric motor, 3 trims, 3 models in total.



Porsche 918 Spyder 801lb ft



Ø McLaren P1 722lb ft



0 Ferrari LaFerrari 664lb ft



Porsche Panamera S E-Hybrid 435lb ft



0 **BMW** i8 405lb ft

### ORQUEIST DIESEI



Porsche Cayenne S Diesel 627lb ft



Audi A8 4.2 TDI 627lb ft



0 Audi Q7 4.2 TDI 590lb ft



0 **BMW** M50d 545lb ft



0 Range Rover SDV8 516lb ft

### CLIO

A return to form for Renault, Clio 4 is good-looking and drives well. Just avoid the gutless lower-powered 1.2 petrol.



	PRICE	0-62	MPH	BHP	UBFT	MPG	002	RATING
0.9 TCe Dyn	£14,195	12.2	113	90	99	62.8	104	7/10
1.2 GT-Line	£17,395	9.9	124	120	140	54.3	120	6/10
1.6T RS 200	£18,995	6.7	142	200	177	44.8	144	7/10
1.5 dCi Exp+	£14,545	12.0	112	90	162	88.3	83	6/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4060x1730x1450, 45-litre fuel tank, 320/1200-litre boot, 4 engines, 6 trims, 15 models in total.

Renault's take on the Juke that's perhaps unsurprisingly, more style than substance. Clio for us, please.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
0.9 TCe Exp+	£13,995	12.6	106	90	99	56.5	115	7/10
1.5 dCi Exp	£13,895	12.6	106	90	162	76.4	95	7/10

Euro NCAP \*\*\*\*\*LxWxH in mm: 4120x1780x1560, 45-litre fuel tank, 377/1235-litre boot, 3 engines, 4 trims, 10 models in total.

### MEGANE

It's lost the fat arse, which is a good thing. Build quality is much improved. driving manners are above average, too.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
R'Sport 265	£26,930	6.0	158	265	266	37.7	174	9/10
Trophy 275	£36,430	5.8	158	275	266	37.7	174	9/10
1.5 dCi Exp'	£18,245	12.1	118	110	192	80.7	90	6/10

Euro NCAP \*\*\*\*LxWxH in mm: 4300x1810x1450, 60-litre fuel tank, 372/1162-litre boot, 8 engines, 6 trims, 42 models in total

### SCENIC/XMOD

The XMOD is a Scenic with extra offroad erishness. They've tried this before with the RX4. It didn't work then, either.



	PRICE	0-62	MPH	BHP	IBH	MPG	C82	RATING
1.5 dCi XMOD	£21,295	12.5	112	110	191	68.9	105	8/10
1.6 dCi Dyn' Gr	£23,615	10.3	121	130	236	64.2	114	6/10

Euro NCAP \*\*\*\* LxWxH in mm: 4370x1850x1660, 60-litre fuel tank, 470/1870-litre boot, 5 engines, 2 trim, 8 models in total.

Clarkson on Rolls-Royce: 'BMW's clearly understood that a Rolls-Royce should be magnificent and gracious, but slightly vulgar too.'

### **GHOST S2**

A car for the junior plutocrat, since his boss will clearly be in a Phantom. Wave at him - he needs your pity.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
6.6 V12	£181,865	4.7	155	571	576	20.8	327	9/10
6.6 V12 EWB	£207,105	4.8	155	571	576	20.6	329	9/10
Euro NCAP	n/a LxWxH	in mm	: 5399	/5569	x1948x	1550,	82-litre	e fuel

tank, 490-litre boot, 1 engine, 1 trim, 2 models in total.

### PHANTOM S2

Luxury British land-yacht which manages to drive as well as it soothes. Cars come no more opulent than this.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
6.75 V12 EWB	£357,875	6.1	150	453	531	18.9	349	9/10
6.75 V12 D'head	£352,745	5.8	150	453	531	19.1	347	8/10
6.75 V12 Coupe	£333,155	5.8	155	453	531	19.1	347	8/10

tank, 460-litre boot, 1 engine, 1 trim, 4 models in total.

### **DATA IN NUMBERS:** LONG AND SHORT

- → Rolls-Rpyce Phantom EWB length Siggma
- → Number of Renault Twingos fit alongside it

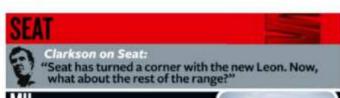
### WRAITH

If the Grand Tour still existed, this is how the aristocracy would get to Vienna. A majestic symbol of Britain.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	082	RATING
6.6 V12	£235,000	4.4	155	624	590	20.2	327	9/10
Euro No	CAP n/a, LxWxH	in m	n: 526	9x194	7×150	7, 82-1	itre fu	el tank,

470-litre boot, 1 engine, 1 trim, 1 model in total.



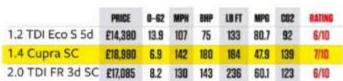
Don't go expecting loads of Spanish flair here. VW doesn't permit that. This is just a very sensible Up-based city car.



	PHISE	0-62	mrn	BHP	FREE	mru	LUZ	MAIING
1.0 Eco 3d	£9,530	14.4	100	60	67	68.9	96	7/10
1.0 75 Sport 3d	£10,380	13.2	106	75	70	60.1	108	7/10

Euro NCAP \*\*\*\* LxWxH in mm: 3560x1640x1480, 35-litre fuel tank, 238/951-litre boot, 2 engines, 5 trims, 12 models in total.

Looks sharp, and pricing is good, but hasn't quite made the leap that the Leon has. Ride could be better.



Euro NCAP \*\*\*\*\* LxWxH in mm: 4030x1690x1430, 45-litre fuel tank, 284-litre boot, 9 engines, 5 trims, 34 models in total.

### LEON

Seat seems to have upped its game with the all-new Leon. Just as well, VW doesn't like a failure.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
1.4 TSI ACT FR	£20,000	8.0	134	150	184	54.3	109	7/10
1.8 TSI FR	£21,040	7.5	140	180	184	47.1	139	8/10
2.0 TSI Cupra SC	£27,210	5.8	155	280	258	42.8	154	7/10
2.0 TDI FR	£22,820	7.5	142	184	280	67.3	109	7/10

Euro NCAP \*\*\*\*\*LxWxH in mm: 4260x1780x1460, 50-litre fuel tank, 380-litre boot, 7 engines, 5 trims, 37 models in total.

### ALHAMBRA

One of the very best MPVs around. If you don't want an S-Max, this is a worthy alternative. Lots of seats, lots of space.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
2.0 TDI Eco' S	£25,630	10.9	120	140	236	50.4	146	7/18

Euro NCAP \*\*\*\* LxWxH in mm: 4850x1900x1720, 70-litre fuel tank, 267/2297-litre boot, 2 engines, 3 trims, 5 models in total.

"Almost without anyone noticing, Skoda has come up with a range of good, honest excellentness."

it a very fine city car indeed.

Of course you recognise it - the Citigo is a lightly altered VW Up. Which makes

Clarkson on Skoda:



	PRICE	0-62	MPH	BHP	LBFT	MPG	COZ	RATING
1.0 Green SE 3d	£9,420	14.4	100	60	70	68.9	95	7/10
1.0 Gra' Flor 5d	C10 740	12.2	107	75	70	67.9	00	200

Euro NCAP \*\*\*\* LxWxH in mm: 3560x1640x1480, 35-litre fuel tank, 251/951-litre boot, 2 engines, 4 trims, 12 models in total.

### FABIA

Only 9 per cent of the old Fabia has been carried into the new one. So it's 91 per cent, better says TG maths.



	PRICE	0-62	MPH	8HP	LBFT	MPG	C02	BATING
1.0 S	£10,600	15.7	99	60	70	60.1	106	6/10
1.2 TSI 90 SE	£13,390	10.9	113	90	118	60.1	107	7/10
1.4 TDI 90 SE	£15,390	11.1	113	90	169	83.0	88	7/10

Euro NCAP \*\*\*\*\*LxWxH in mm: 3992x1732x1467, 45-litre fuel tank, 330/1150-litre boot, 5 engines, 3 trims, 13 models in total.

### OCTAVIA

Skoda, VW's practicality-obsessed arm, gives you all the car you'll ever need. Provided you're slightly dull.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C82	RATING
1.2 TSI SE	£17,660	9.9	122	105	129	57.7	114	7/10
2.0 TSI vRS	£23,755	6.8	154	220	258	45.6	142	7/10
1.6 TDI SE	£19,710	10.4	121	105	184	74.3	99	8/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4660x1810x1460, 50-litre fuel tank, 590/1740-litre boot, 7 engines, 8 trims, 45 models in total.



a raging torrent? Tackle the wild head-on? also applies if you have kids and a regular life to lead. The Disco is the perfect blend of Unlike the RRS, it's not too precious to be put

Discovery prices start at just over £41k (£41,595 to be precise), but you want a fe luxuries without going the whole £59.965 in 8.8sec it more than does the job of

hauling you and yours around





The fact the name doesn't sound too ironic tells you all you need to know. Huge cabin, ace quality, bargain pricing.



	PRICE	0-62	MPH	BHP	LBFT	MPG	002	RATING
1.8 TSI SE Est	£23,010	8.3	137	160	184	40.9	160	8/10
1.6 TDI S	£20,200	12.2	122	105	184	67.3	109	8/10
2.0 TDI S Est	£21,615	10.1	131	140	236	61.4	121	9/10
	STREET, STREET							

Euro NCAP \*\*\*\* LxWxH in mm: 4833x1817x1462, 60-litre fuel tank, 595/1865-litre boot, 7 engines, 4 trims, 42 models in total.

Skoda's SUV-lite is a favourite of TopGear It looks chunky, acts chunky and drives chunkly, too. Facelift spoils purity though.



	PRICE	0-62	MPH	BHP	LBFT	MPG	002	RATUNE
1.2 TSI 105 S	£16,715	11.4	110	105	129	46.3	142	7/10
1.6 TDI GreenII	£18,205	12.1	109	105	184	61.4	119	7/10
2.0 TDI Eleg 4x4	£24,640	8.4	125	170	258	49.8	149	8/10

Euro NCAP \*\*\* LxWxH in mm: 4222x1793x1645, 55-litre fuel tank, 322/1760-litre boot, 6 engines, 4 trims, 31 models in total.

Clarkson on Smart: "Smarts are like Hillary Clinton. Clever, but you wouldn't want to."

A doddle to park, a delight around town, but what on earth was Smart thinking when it signed off the design?



	PRICE	0-62	MPH	BHP	LBFT	MPS	C82	RATING
1.0 Passion	£11,125	14.4	94	71	67	68.9	93	6/10
0.9T Prime	£12,415	18.4	96	90	83	67.3	97	6/10
From NCA	Deservit	total in		cor	1662 1	rer a	r User	

tank, 260/350-litre boot, 2 engines, 4 trims, 8 models in total.

### FORFOUR

Same front end as the car above Concerning. Otherwise, it's a decent city car. But our eyes hurt.



	PRICE	0-62	MPH	BHP	LBFT	MPG	002	RATING
1.0 Passion	£11,620	15.9	94	71	67	67.3	97	6/10
1.0 Edition #1	£13,720	15.9	94	71	67	67.3	97	5/10

Euro NCAP \*\*\*\* LxWxH in mm: 3495, 1665, 1555, 35-litre fuel tank, 185/975-litre boot, 1 engine, 4 trims, 4 models in total.

Clarkson on Ssang Yong: 'Ssang Yongs are designed by a Brit who clearly lost his glasses when he arrived in Korea."

### KORANDO

Launched at the same time as the Range Rover Evoque but not proving quite as popular. Inexplicable, surely



2.0D 2WD SE Euro NCAP n/a, LxWxH in mm: 4410x1830x1680, 57-litre fuel tank,

486-litre boot, 2 engines, 3 trims, 4 models in total.

Clarkson on Subaru:

"The Outback is as pleasant as walking a Labrador. The XV is the stick it picks up on the way round."

Outback does everything you could want of a car, but where's the excitement? And the styling for that matter?



PRICE 0-62 MPH BHP LBFT £30,070 9.7 120 150 258 44.1 167

Euro NCAP \*\*\*\* LxWxH in mm: 4780x1780x1540, 65-litre fuel tank, 526/1677-litre boot, 1 engines, 1 trims, 1 model in total.

The Scooby turbo is back, minus the Impreza name but with the same huge wing and heinous thirst.



	PRICE	0-62	MPH	BHP	LBFT	MPG	082	RATING
2.5T STi	£28,995	5.2	159	300	300	27.2	242	7/10

Euro NCAP n/a, LxWxH in mm: 4595x1795x1475, 77-litre fuel tank, 460-litre boot, 1 engine, 1 trim, 1 model in total.

FOR ALL THE FACTS AND STATS YOU NEED TO KNOW ABOUT EVERY CAR ON SALE IN THE UK GO TO TOPGEAR.COM/REVIEWS

top speed 112mph, 35.3mpg, 213g/km WEIGHT 2,570kg PRICE £47,495



An entirely excellent small, sharp coupe that's not at all like an Impreza. In a good way. Rather like a Toyota GT86...



Euro NCAP n/a, LxWxH in mm: 4240x1780x1430, 55-litre fuel tank, 245-litre boot, 1 engine, 2 trims, 2 models in total.

PRICE 0-62 MPH BHP LBFT MPG CO2

£23,995 7.6 130 200 151 36.2 181 9/10

### FORESTER

2.0 SE Lux 2d

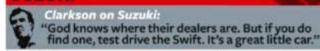
Lacks school run glam, but that's not the



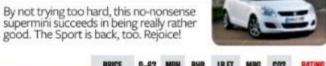
Euro NCAP n/a, LxWxH in mm: 4560x1780x1700, 64-litre fuel tank, 450/1610-litre boot, 3 engines, 4 trims, 6 models in total.

### DATA IN NUMBERS: GOOD GROUNDING

- → Subaru Forester ground clearance 220 mm
- → Toyota RAV4 ground clearance (50mm (-50mm)



By not trying too hard, this no-nonsense



	PRICE	0-62	MPH	BHP	LBFT	MPS	002	RATING
1.6 136 Sport 3d	£13,999	8.7	121	136	118	44.1	147	7/10
1.2 SZ3 5d	£12,959	12.3	103	94	87	56.5	116	6/10

Euro NCAP \*\*\*\*LxWxH in mm: 3850x1700x1510, 45-litre fuel tank, 213/562-litre boot, 2 engines, 4 trims, 10 models in total.

### **DATA IN NUMBERS:** DIESEL DO NOT

→ Swift diesel engine choice

### S-CROSS

Out with the SX4, in with the 5-Cross Same Qashqai-rivalling concept, same slight surprise at how decent it is.



0-62 MPH BHP LB FT MP6 CO2 1.6 DDIS SZ3 £16,999 12.0 111 120 236 67.2 110 Euro NCAP \*\*\*\* LxWxH in mm: 4300x1765x1575, 50-litre

fuel tank, 430-litre boot, 2 engines, 4 trims,11 models in total.

MODEL S

The most credible alternative to the Serman execs vet launched. designed and utterly silent.



60kWh P85 422 Euro NCAP \*\*\*\*\* LxWxH in mm: 4970x1964x1445, no fuel tank.

745/1645-litre boot, 3 power outputs, 3 trims, 3 models in total.

Clarkson on Toyota: 'I liked the GT86 so much that I made it my Car of the Year. That was a first for a Toyota.'

1.0 x 3d

1.0 x-cite 5d

Citroen C1 with added face fungus. Still cheap, still good around town. Now



Euro NCAP \*\*\*\* LxWxH in mm: 3455x1615x1460, 35-litre fuel tank, 168-litre boot, 1 engine, 5 trims, 10 models in total.

designed to take on the Smart Fortwo. It wins, if you have half a mate.



Euro NCAP \*\*\*\*\* LxWxH in mm: 2990x1680x1500, 32-litre fuel tank, 32/242-litre boot, 1 engine, 3 trims, 3 models in total.

11.8 106 98

### YARIS

1.33 IQ3 3d

A key car for Toyota in Europe. The engine choice is reasonable, the Hybrid is OK, but it's not as clever as it used to be.



92 57.6 113

92 57.6 114 4/10

Euro NCAP \*\*\*\* LxWxH in mm: 3890x1700x1510, 42-litre fuel tank, 347/768-litre boot, 4 engines, 4 trims, 11 models in total.

0-62 MPH BHP

£14,095 11.1 109 98

1.33 Icon 5d

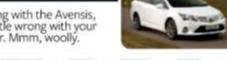
The iconic hybrid is clever, clean and economical, especially when it comes to tax. Want seven seats? Try a Prius Plus.

	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
1.8 Plug-in	£33,395	13.1	m	98	104	134.5	49	6/10
1.8 Prius+	£26,145	11.8	105	138	105	68.9	96	5/10

Euro NCAP \*\*\*\* LxWxH in mm: 4460x1750x1490 (Prius+: 4635x1805x1775, 45-litre fuel tank, 445/658-litre boot (Prius+: 505/1425), 1 engine, 4 trims, 6 models in total.

### **AVENSIS**

There's little wrong with the Avensis, just like there's little wrong with your dad's M&S jumper. Mmm, woolly



PRICE 0-62 MPH BHP LB FT MPG CO2 RATING 2.0 D-4D Icon B' £21,295 9.7 124 127 Euro NCAP \*\*\*\* LxWxH in mm: 4700x1810x1480, 60-litre fuel

### tank, 510/1609-litre boot, 4 engines, 4 trims, 26 models in total.

The best Toyota in donkeys (with a nod of thanks to Subaru). Light 'n' lithe



O-62 MPH BHP LBFT MPG CO2 2.0 Primo 2.0 Aero 7.7 151 140 200 36.2 Euro NCAP n/a, LxWxH in mm: 4240x1780x1430, 50-litre fuel tank.

### VERSO

Revised in 2013 and does an OK job of moving offspring and their snotty gub-bins, but outclassed by the Ford C-Max.



PRICE 0-62 MPH BHP 1.6 D-4D Active £19.990 127 115 114 199 62.0 119 5/10

Euro NCAP \*\*\*\* LxWxH in mm: 4440x1790x1620, 60-litre fuel tank, 178/1693-litre boot, 3 engines, 3 trims, 8 models in total.

### RAV4

Latest RAV4 is crisper and sharper than before. But it's still not as funky as it used to be. Where did the fun go, Toyota?



PRICE 0-62 MPH BHP LBFT MPG CO2 £26,800 9.6 118 150 250 49.6 149

Euro NCAP \*\*\*\* LxWxH in mm: 4570x1840x1660, 60-litre fuel tank, 550/2080-litre boot, 3 engines, 3 trims, 8 models in total.

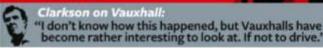
### LAND CRUISER

Happy in the hands of armed militia and jolly farmers from Lincolnshire. One of the most robust off-roaders ever.



PRICE 0-62 MPH BHP LBFT MPG CO2 3.0 D-4D Icon £47,960 11.7 109 171 302 34.9 213

Euro NCAP n/a, LxWxH in mm: 4760x1885x1890, 87-litre fuel tank, 403/1695-litre boot, 1 engine, 3 trims, 3 models in total.



They called it the Adam. They should have called it the Cheryl. Cute, but short of panache. Blame its upbringing



PRICE 0-62 MPH BHP LBFT MPG CO2 1.4 100 S/S Slam £14,495 11.5 115 100

Euro NCAP \*\*\*\* LxWxH in mm: 3740x1680x1590, 45-litre fuel tank, 170/663-litre boot, 3 engines, 5 trims, 17 models in total.

Lovely little 1.0-litre turbo, very refined and vastly improved all round. But it's still a Vauxhall. Need we say more?



1.2 Sting 3d 52.3 1.0T 90 SE 5d £14,670 11.9 1.oT 115 Sting 5d £11,425 10.3 121 115 122 57.6 115 Euro NCAP \*\*\*\* LxWxH in mm: 4020x1736x1479, 45-litre fuel

tank, 285/1120-litre boot, 7 engines, 8 trims, 75 models in total.

Avoid gimmicks such as FlexRide and keep it simple with a 1.4 turbo. Watch the costs: like Focus, this is no longer cheap.



2.0T VXR GTC 2.0 BiTurbo

Euro NCAP \*\*\*\* LxWxH in mm: 4420x1810x1510, 56-litre fuel tank, 351/1216-litre boot, 13 engines, 10 trims, 62 models in total.



### AMPERA

An electric car that's easy to use and doesn't give you range anxiety (it also contains a 1.4 petrol). Best of breed.



1.4 EREV

0-62 MPH BHP £33,750 8.7 100 150 273 235.4 27 Euro NCAP \*\*\*\*\* LxWxH in mm: 4500x1790x1440, 45-litre fuel

INSIGNIA

The Vectra replacement that changed its name to avoid incrimination in past crimes. Good to drive, smart design.



2.8 T VXR SS 6/10 2.0 CDTi Design £19.334 140 6/10 10.5 127 76.3

tank, 310/1005-litre boot, 1 engine, 2 trims, 2 models in total.

Euro NCAP \*\*\*\* LxWxH in mm: 4830x1860x1530, 70-litre fuel tank, 530/1470-litre boot, 9 engines, 6 trims, 106 models in total.

VXR8

No-nonsense Aussie saloon is back. TG cheers loudly. Particularly as it now has nearly 600bhp... Strewth.



LBFT

Euro NCAP n/a, LxWxH in mm: 4940x1900x1470, 73-litre fuel tank, 495-litre boot, 1 engine, 1 trim, 1 model in total

MERIVA

6.2 V8 GTS

Mini-MPV with rear suicide doors to ease child installation and ejection of drunks. Like a Black Cab, minus vomit.



0-62 MPH BHP £20,645 9.9 122 136

> Euro NCAP \*\*\*\* LxWxH in mm: 4290x1810x1620, 54-litre fuel tank, 400/1500-litre boot, 7 engines, 4 trims, 21 models in total.

### ZAFIRA TOURER

Who'd of thunk it? The words 'Zafira' and 'desirable' in the same sentence. Boomerang eyes are locked on S-Max.



0-62 MPH BHP LBFT MPG CO2 £26,090 9.1 129 165 280 54.3 137 Euro NCAP \*\*\*\* LxWxH in mm: 4600x1850x1760, 65-litre fuel

Clarkson on Volkswagen: "Duller than James explaining torque, but the Golf is still what you recommend to anyone who asks."

tank, 420/1420-litre boot, 5 engines, 5 trims, 22 models in total.

Finally, a VW city car you want to own. tyling and packaging to shame Ikea's finest, we like the Up. A lot



1.0 Take Up 3d 1.0 High Up 3d

> Euro NCAP \*\*\*\*\* LxWxH in mm: 3540x1640x1490, 35-litre fuel tank, 251/951-litre boot, 2 engines, 5 trims, 14 models in total.



BENTLEY CONTI GT W12 **Price** £153,500 Specs 567bhp, 516lb ft, D-62mph 4.5secs, VMax

195mph, 17.1mpg, CO., 384g/km

The most luxuriously waft-o-matic convertible of them all. There is literally no better platform from which to enjoy the sights, smells and sounds of the outdoor world.



C2 CABRIOLET

Price £82,169 Specs 350bhp. 287lb ft. 0-62mph 5.0secs. VMax 178mph, 30.7mpg, CO, 216g/km

Some people think a soft-top 911 is just plain wrong. Those people should be ignored. This is a proper sports car, and just as wonderful to drive as the coupe.



BMW 4281 CBNVERTIBLE Price £40.020 Specs 242bhp, 258lb ft, 0-62mph 6.4secs, VMax 155mph, 40.4mpg, CO., 163g/km

Audi and Merc persist with fabric roofs, but the hard top gives the new BMW an edge. It's lighter inside, more weather-proof and has the best engine range.



VW GOLF GTI CABRIO **Price £30,505 Specs** 207bhp, 207lb ft, 0-62mph 7.3secs, VMax 147mph. 37.2mpg, CO., 177g/km

Another car that, like the Porsche 911 Cabrio, doesn't sound great on paper, and another one that works better than it has any right to. Curious fish, all the same.



**Price £98.340** Specs 440bhp, 361lb ft, 0-62mph secs VMax 177mnh 19.5mno CO, 337g/km

A most gloriously extravagant slice of Italian hedonism. Technically the Porsche is better, but which would you rather be seen in? That's a lot of what matters here.

VW has created the world's first ecospaceship. Beam us up Scotty, we're ready for lift-off at 300mpg.



PRICE 0-62 MPH BHP MPS CO2 0.8 TDI Plug-in £94,000

Euro NCAP n/a, LxWxH in mm: 3970x1682x1184, 10-litre fuel tank, 120-litre boot, 1 engine, 1 trim, 1 model in total.

### POLO

The Golf's mini-me has been facelifted for 2014. It's safe and solid, but now has a (little) bit more soul.



20100	n_69	MOU	BUD	IRCT	MPC	P02	DATING
£11,250							6/10
£14,360				11.77	60.1	107	6/10
£17,860	7.8	137	150	185	60.1	109	6/10
£15,425	12.9	108	75	155	83.1	88	6/10
	£14,360 £17,860	£11,250 15.5 £14,360 10.8 £17,860 7.8	£11,250 15.5 100 £14,360 10.8 114 £17,860 7.8 137	£11,250 15.5 100 60 £14,360 10.8 114 90 £17,860 7.8 137 150	£11,250 15.5 100 60 70 £14,360 10.8 114 90 118 £17,860 7.8 137 150 185	£11,250 15.5 100 60 70 60.1 £14,360 10.8 114 90 118 60.1 £17,860 7.8 137 150 185 60.1	£11,250 15.5 100 60 70 60.1 106 £14,360 10.8 114 90 118 60.1 107 £17,860 7.8 137 150 185 60.1 109

Euro NCAP \*\*\*\*LxWxH in mm: 3970x1682x1462, 45-litre fuel tank, 280/952-litre boot, 7 engines, 6 trims, 26 models in total.

### GOLF

The best done better than ever. You need no other hatchback. So don't waste your time looking.



	PRICE	0-62	MPH	8HP	LBFT	MPG	C82	RATING
1.4 ACT GT 5d	£23,850	8.4	131	140	184	58.9	112	8/10
2.0 GTI 5d	£27,235	6.5	153	220	258	47.1	139	8/10
2.0 R 5d	£30,805	5.1	155	300	280	39.8	165	8/10
1.6 TDI SE 5d	£21,190	10.7	119	105	184	74.3	99	8/10
2.0 GTD 5d	£26,670	7.5	143	184	258	67.3	109	8/10

Euro NCAP \*\*\*\* LxWxH in mm: 4260x1800x1450, 50-litre fuel tank, 380/1270-litre boot, 12 engines, 8 trims, 29 models in total.

### GOLF SV

VW really has called this the Sports Van It is neither sporty, nor a van. It's a Golf with a bit more. A Golf Plus, if you will.



0-62 MPH BHP LBFT MPG CO2 1.4 TSI 125 S £20,845 9.9 124 125 148 52.3 125 4/10 Euro NCAP \*\*\*\*\* LxWxH in mm: 4338x1807x1578, 55-litre fuel

tank, 500/1520-litre boot, 8 engines, 4 trims, 11 models in total.

### BEETLE

A sportier Beetle? Does that make this a cockroach? Never mind, the retro VW now has a smattering of driver appeal.



	PRICE	0-62	MPH	BHP	LBFT	MPG	COZ	RATING
1.2 TSI Design	£18,575	10.9	112	105	129	51.4	128	6/10
1.4 TSI Sport	£22,430	8.7	126	150	185	48.7	134	7/10

tank, 510-litre boot, 5 engines, 4 trims, 20 models in total.

The driver likes to pretend he's an exec, when in truth he's a rep that's made his monthly bonus. Fine car, though.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C82	RATING
1.6 TDI S	£22,215	10.8	128	120	185	70.6	105	7/10
2.0 TDI S	£23,340	8.7	137	150	251	70.6	106	7/10
2.0 TDI SCR GT	£27,780	6.1	149	190	369	53.3	107	7/10
Euro NCAP	ssess Lx	WxH i	in mm	: 4767	x1832	x1456,	59/66	litre fuel

tank, 586/1152-litre boot, 4 engines, 5 trims, 26 models in total.

### SEEK FEELING. THE RESPONSIVE XC60.

The XC60 has been carefully designed to offer maximum responsiveness on any road. CORNER TRACTION CONTROL HIGH PERFORMANCE SOUND POWER OPERATED TAILGATE CITY SAFETY BLUETOOTH DAB RADIO

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Official fuel consumption for the Volvo XC60 D4 SE (manual) in MPG (I/100km); Urban 57.6 (4.9), Extra Urban 65.7 (4.3), Combined 62.8 (4.5). CO2 Emissions 117g/km. MPG figures are obtained from laboratory testing intended for comparisons between vehicles and may not reflect real driving results.

Facelifted CC has dropped the Passat name, but not the underpinnings. Cheap, able alternative to the Merc CLS.



2.0 TSI 210 GT £29,285 7.6 150 210 38.7 7/10 2.0 TDI 177 GT £29.820 8.6 141 177 258 58.9 Euro NCAP n/a, LxWxH in mm: 4800x1860x1420, 70-litre fuel tank.

532-litre boot, 4 engines, 2 trims, 5 models in total.

### PHAETON

An Audi A8, minus the tosspottery Makes you feel special, until you sell it for half what you paid six months ago.



3.0 TDI V6 LWB £58.110 8.3 147 240 367 33.2 224 Euro NCAP \*\*\*\*\* LxWxH in mm: 5060/5180x1900x1450, 90-litre fuel tank, 500-litre boot, 1 engine, 1 trim, 2 models in total.

### **DATA IN NUMBERS:** PHANTOM PHAETON

- → Years on sale, VW Phaeton
- → Number of new Audi A8 variants in that time

### SCIROCCO

Still great looking, but now resting platform two gens behind the Golf. Mi-nor facelift isn't enough to disguise this.



	PRICE	0-62	MPH	BHP	LBFT	MPG	002	RATING
1.4 TSI 125	£20,735	9.2	126	125	148	52.3	125	6/10
2.0 TSI 180	£22,775	7.4	140	180	207	47.1	148	7/10
2.0 TSI 280 R	£32,575	5.7	155	280	258	35.3	187	8/10
2.0 TDI 150	£23,455	8.6	134	150	199	67.3	109	6/10

Euro NCAP \*\*\*\* LxWxH in mm: 4256x1810x1406, 55-litre fuel tank, 312/1006-litre boot, 6 engines, 4 trims, 11 models in total.

### EOS

Meet the goddess of the dawn. Or a folding hard-top Golf, for those not wearing tie-dye and dowsing for water.



	PRICE	0-62	MPH	BHP	LBFT	MPS	002	RATING
1.4 TSI Sport	£27,610	8.8	134	160	177	41.5	157	6/10
2.0 TSI Sport	£29,610	7.5	147	210	204	39.8	165	5/10

Euro NCAP \*\*\*\* LxWxH in mm: 4420x1790x1440, 55-litre fuel tank, 205/380-litre boot, 3 engines, 2 trims, 4 models in total.

### TOURAN

A dull but capable MPV in a marketplace where that's all you need. Essentially a big, last-gen Golf with seven seats.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
1.4 TSI 140 SE	£23,800	9.5	125	140	162	41.5	159	5/10
1.6 TDI 105 SE	£23,705	12.8	116	105	185	61.4	121	5/10
2.0 TDI 177 DSG	£28,350	8.9	132	177	258	49.6	151	5/10

Euro NCAP \*\*\*\* LxWxH in mm: 4397x1794x1634, 60-litre fuel tank, 121/1913-litre boot, 6 engines, 3 trims, 14 models in total.

### **DATA IN NUMBERS:** LITTLE BOOTS

- → Touran boot capacity, seven seats in use
- → Total boot capacity, Nissan 370Z Roadster

### SHARAN

More VW MPV-ery, this time quite good. It's comfortable, practical, seats seven easily and gets decent engines.



1.4 TSI 150 SE 2.0 TDI 177 SE 130

Euro NCAP \*\*\*\* LxWxH in mm: 4850x1900x1720, 70-litre fuel tank, 300/2297-litre boot, 4 engines, 4 trims, 9 models in total.

### TIGUAN

A baby SUV that's more of a family car than a rough 'n' tough off-roader. Destined for the school run, and why not?



	PRICE	0.62	MDU	RHD	IRET	MPC	002	RATING
1.4 TSI 4WD S	£23.650	other bush		1000		-	2000	5/10
2.0 TDI Match	£27,925	HIDO TO	100.00		and the same			8/10

tank, 470/1510-litre boot, 6 engines, 4 trims, 15 models in total



Renault Clio 1.5 dCi 90 ECO Expression+ 88.3mpg



ø Hyundai i20 1.175 S Blue 88.3mpg



0 Kia Rio 1.1 CRDi Ecodynamics 88.3mpg



Vauxhall Corsa 1.3 CDTi Eco S/S SE 88.3mpg



Ø Ford Fiesta 1.6 TDCi Econetic Style 85.6mpg



0 MINI One D 83.1mpg



Volkswgen Polo 1.4 TDI 75 S 83.1mpg



0 Peugeot 208 1.6 e-HDi 70 EGC 83.0mpg



0 SEAT Ibiza 1.2 TDI 75 80.7mpg



0 Alfa Romeo MiTo 1.3 85 MultiJet Sprint 78.5mpg

TOUAREG

If a large SUV can be inoffensive, this is it. Shares much with the Cayenne, except the price and cock-wafting image



PRICE 0-62 MPH 3.0 TDI SE 8.7 128 204 42.8 3.0 TDI R-Line £48,215 7.3 140 262 373 42.8

Euro NCAP \*\*\*\* LxWxH in mm: 4801x1940x1709, 85-litre fuel tank, 493/1555-litre boot, 2 engines, 3 trims, 5 models in total.

Clarkson on Volvo:

"Volvos aren't especially nice to drive but they are, as a general rule, enormously pleasant."

Volvo finally pulls its finger out and gets serious about the premium hatchback. We actually quite like these.



1.6 T3 150 ES 52.3 2.5 T5 R-Des L 7/10 2.0 D3 150 SE 130 9.1 150

Euro NCAP \*\*\*\* LxWxH in mm: 4370x1800x1450, 52-litre fuel tank, 335/1032-litre boot, 6 engines, 7 trims, 32 models in total.

At last, a BMW 3-Series rival that's actually a 3-Series size. Good engines, nice interior, but no 3-Series to drive



2.0 T<sub>3</sub> Business £20,675 8.9 127 150 38.2 135 2.0 D4 Business £23,445 6.9 143 181 295 74.3 7/10

Euro NCAP \*\*\*\* LxWxH in mm: 4630x1860x1490, 67-litre fuel tank, 339-litre boot, 8 engines, 5 trims, 36 models in total.

### V60

Estate version of the S60, only Volvo insists it's not actually an estate, but a 'sportswagon'. It's an estate, Volvo.



2.0 D4 SE 7.2 181 74.3 99 £29,645

Euro NCAP \*\*\*\* LxWxH in mm: 4628x1865x1484, 67-litre fuel tank, 430/1241-litre boot, 6 engines, 9 trims, 36 models in total

### V70/XC70

Close your eyes and think of a Volvo. And here it is - the 21st century incarnation of the classic estate



1.6 D2 Business 5/10 2.0 D4 Business XC70 D5 AWD 7.5 130 215 Euro NCAP \*\*\*\* LxWxH in mm: 4820x1860x1550, 70-litre fuel

A posh saloon for people who don't want to buy German. It's comfy and well-finished, but zero fun.



2.0 D4 SE Nav 2.4 D5 SE Lux 7.6 143 215 Euro NCAP \*\*\*\* LxWxH in mm: 4850x1860x1490, 70-litre fuel

tank, 442-litre boot, 3 engines, 2 trims, 5 models in total.

Mid-size SUV stuffed with health and safety kit. It should come in fluoro yellow with a loud hailer as standard.



PRICE 0-62 MPH BHP 2.0 D4 SE Lux £33,960 8.5 130 181 295 62.8 117

Euro NCAP \*\*\*\* LxWxH in mm: 4630x1860x1490, 70-litre fuel tank, 495/1455-litre boot, 3 engines, 4 trims, 14 models in total.

### XC90

Perhaps the only SUV that isn't hated by everyone except those inside it. Old, but still brilliantly packaged.



0-62 MPH BHP LBFT 2.4 D5 ES

Euro NCAP \*\*\*\* LxWxH in mm: 4810x1900x1780, 68-litre fuel tank, 249/1837-litre boot, 1 engine, 5 trims, 5 models in total.



1. Du Maurier Watches presents the Maxim Black II. Hot on the sold-out heels of the award winning, first edition Maxim Black, the Maxim Black II is available now. Style and sophistication combine in this stunning timepiece presented in black and silver. The jet, multi-textured dial is offset by striking silver markers and a sleek second hand, encased in non-reflective, sapphire glass and steel. This is a stunning watch designed for all occasions and will ensure you stand out from the crowd. Maxim Black II £445. See our full collection at www.dumaurierwatches.com or call 0845 519 3074. 2. Pullman Editions Pullman Editions designs striking original limited-edition posters that capture the enduring appeal of Art Deco. Their newly-commissioned posters feature glamorous winter sports and summer resorts around the world, as well as the world's greatest historic automobiles. There are over 100 designs available to view and buy online at www.pullmaneditions.com. Priced at £395 each. 3. Henry Arlington. Designer, weaver and maker of beautiful and exclusive shirts. To see their full collection of shirts and accessories, visit www.henryarlington.com. For more information email info@henryarlington.com or call +44 (0)20 8335 4710. Enter code "TG01" at checkout to receive 20% discount. 4. BEG1N - AGA1N Number Plates. £75,000 o.n.o. Contact: 07757 262410. 5. The Hawker Harrier II. Drawing inspiration from its namesake, this modern pilot's watch combines groundbreaking technology with elegant design to deliver functional sophistication. Featuring a display that offers a clean, compact and precise readout, a customised Japanese day/ date movement and gun-metal plated stainless steel case. Visit www.avi8-watches.com for free worldwide shipping and use code TG30 for an introductory 30% discount off any watch, or call 0845 680 0857 for details. 6. Swithbert & Louis. Individually handmade tweed and silk scarves with buttons, for ladies and gentlemen. The Swithbert & Louis, named after the patron saint of sore throats and button makers, suits any wardrobe, effortlessly blending with a casual outfit or as a striking accessory for a more formal occasion, this modern classic evokes the sartorial elegance of a bygone of sophistication. www.swithbertandlouis.co.uk. Email info@swithbertandlouis.co.uk. 07908 762053. 7. Anatomic & Co. Established over 40 years ago, Anatomic & Co. are specialists in high quality men's footwear. Styled in the UK and made in Brazil, each pair is 100% hand-crafted by highly skilled professional shoemakers using the finest Brazilian leathers. However, the real secret to comfort lies in the way their shoes are made, based on a unique Anatomic Gel Technology® formula for natural foot movement. With £10 off your first order (promo code: TG10), we definitely recommend you pay them a visit at www.anatomicshoes.com. Featured are the Alto lace up boots. View the full Autumn/Winter collection online or for more information, call 0203 115 0002. The product: Alto Lace Up Boots in Chocolate, £134.95. 8. Smithers of Stamford. Drum Coffee Table, upcycled from vintage oil drums, retro industrial, awesome design, size L90cm x D56cm H40cm. Bridgestone Tyre Mirror, upcycled from an old vintage Bridgestone racing tyre. Stand out from the crowd with this unique quirky style man cave mirror. 77cm x 77cm d 13cm. Made to order www.smithersofstamford.com 01780 435060.

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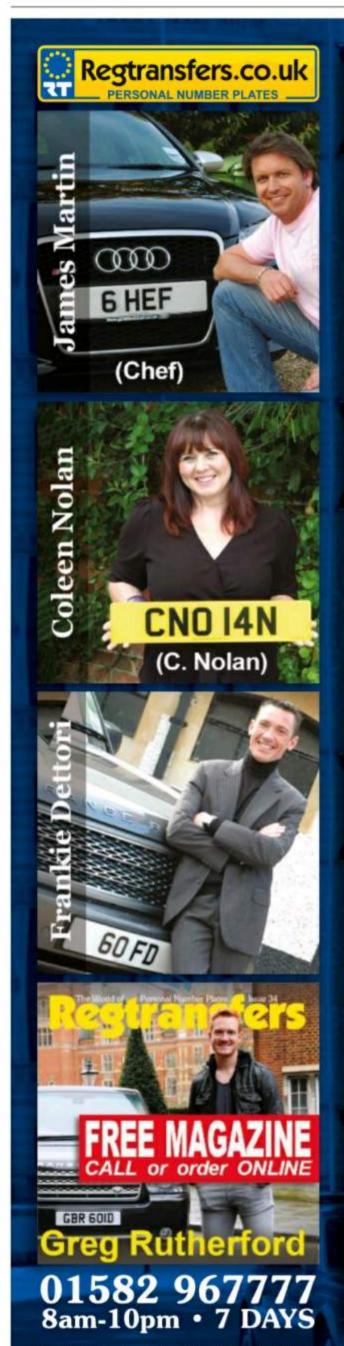


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Pools	AI26 YLI ARK I
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LYD IIIA	B2 USH BUN 73
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VOG 4N Vogan	COP 53Y
SI UGS _	COR 137
COT 73R	COT 701 COT 771 26 RAB
PEN 417Y	CI2I CKY
BAS 50N	CRU IIIP CUS 742
G33 S0N	VDA IE D425 H
UNC IIIE	D4 SEY DAT 3D DAW 3S
PI6 EAT	DEN 158 DEZ I
I3 ARD	DIS CDS DOL 13Y
TON IIIE	DOW HE
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HON 66Y	EAD 3S E42 LEY
KI76 HEN Kitchen	EI4 RLY EAS 73F
B3 RTH _	34 VES ELK I
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MUS 164L	EWA 12T EI YRE FAN 6G
COM 905E	FAR 23N FAT I
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Trout -	ANN 184L ANS 73Y	Annibal Anstey	GI AME GAR 242D	Game Garrard	PAS 7IE P45 TOR	Pastie Pastor
Pools _	AI26 YLE ARK I	Argyle Ark	GAT 3R GI4 UGE	Gater	PAT 73N PAU I50N	Patten
RUT 7H	AUB 23Y BAH 4R	Aubrey	206 AWK G3I DER	Gawk	P34 RCE PEN 417Y	Pearce
M34 DON	BI4 KER BAL 7IC	Baker Baltic	GEN 72Y GER 242D	Gentry	PER 6H PER IIIL	Perch
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NEW 80ID	8 ENT B3 RTH	Bent	GOU 213Y GOW 3R	Gourley	PRO 832T PUL I3N	Probert
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W33 MAD	BLY 70N BOL 4M	Blyton	G2 EET GI2I EVE	Greet	R438 URN RAM 8IE	
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STO IIT	BUR 20W BUS 53Y	Burrow	K47 LEY	Kayley	RIO UGH ROU 7E	Rough
W44 TCH	BUT 70N C4I VER C4I2 MEN	Calver	K34 TON KEA 7S KEE I3Y	Keaton	RUS 70N SAG 3E SAV 310Y	Ruston Sage
ROU 7E	CAR 250N CAS 7IE	Carmen Carson Castle	KEE 93R KER 3N	Keeley	SCA 8I3T S34 GER	Saveloy Scarlet
SES 70N	CAT 7IE CEA 53R	Cattle	KET 13Y	Keren Ketley Kev	S34 NCE SEA 2IE	Seager Seance Searle
Seston -	COB ISIE	Ceaser Cobble Cobbold	KI25 TEN KI76 HEN	Kirsten Kitchen	SEE I3Y 53 LBY	Seeley
I55 LER_	COL 142D COM 13Y	Collard	K2I5 HAN L444 MBA	Krishan	SEL II6K SEY 3D	Sellick Seyed
VOG 4N _	COP 53Y COR I3Y	Copsey	LAN 670N LARN	Langton	SHE 22IE SHO I2E	Sherrie Shore
SI UGS	COR 137T 600 COT	Corlett	LAT II4M LAV 327Y	Latham Laverty	SHO 273R SI3 RRA	Shorter
COT 73R	COT 70M COT 77N	Cotton	L333 EKS LEM IION	Leeks	SKA 73S SLA 7E	Skates Slate
PEN 417Y	26 RAB CI2I CKY	Crab Crick	LEO IIA LET I7IA	Leona Letitia	5 OLE SOR 23IL	Sole Sorrell
Penalty -	CI20 SSY CRU IIIP	Cross	LOP 3S	Lody	SOU 7H SPE 6K	South
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G33 SON	D425 HAN D4 SEY	Darshan Dasey	M4I LER M4I2 LEY	Mailer Marley	S7 OKE STO 22IE	Stoke Storrie
UNC IIIE	DAT 3D DAW 3S	Dated Dawe	MAR 20W M444 TES	Marrow Mates	S7 OWE STR 444Y	Stowe
PI6 EAT	<b>DEN 158N</b>	Denison Desmond	MCA 20IE M647 EER	McArdle McAteer	SUT 3R LSU 770N	Sutter
I3 ARD	DI5 CDS DOL I3Y	Discos	MCB 210E MED 4IS	McBride Medals	T444 NG0 TAP 555S	Tango Taps
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HON 66Y	DUT 50N EAD 3S	Dutson Eades	M32 VYN M00 23S	Mervyn Moores	T00 I3Y T0U I50N	Tooley
KI76 HEN	E42 LEY EI4 RLY	Earley Early	MOR 216E MOT 724M	Morrice Mottram	7 OUT 70 VEY	Tout Tovey
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MUS 164L	EI YRE FAN 6G	Eyre Fang	NAF I NAG 6Y	Nafi Nagy	VEN I6E VIO YGR	Venice Voyager
COM 905E	FAR 23N FAT I	Farren Fati	NAH 4R NAL 50N	Nahar Nalson	W4 CK0 W4I GHT	Wacko Waight
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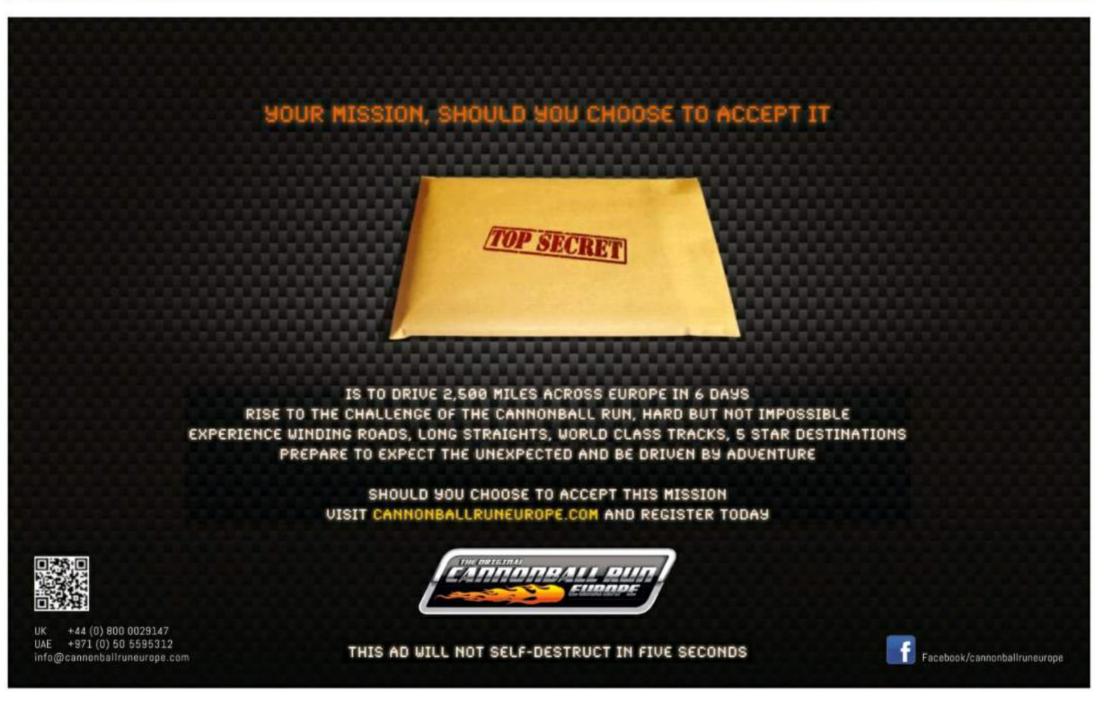
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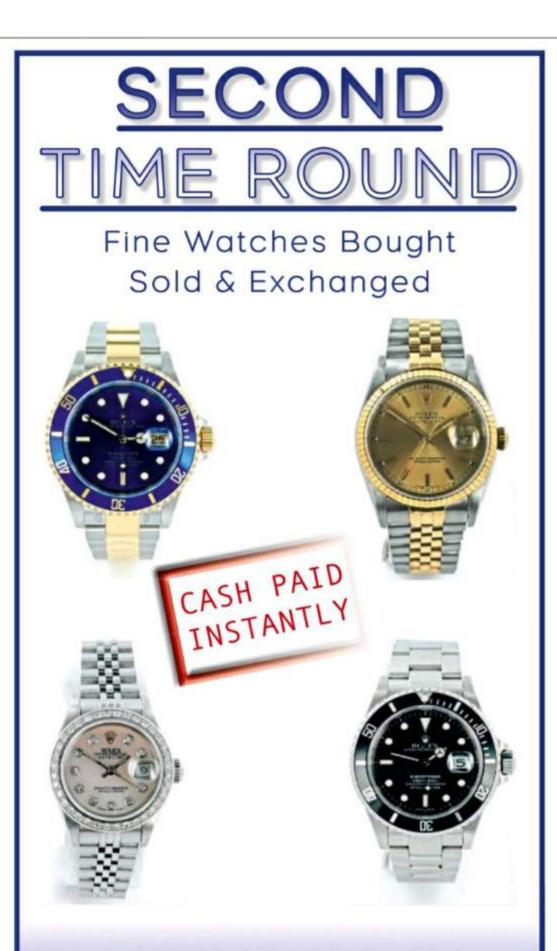
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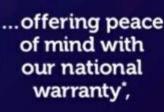
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### NEW RANGE ROVER SPORT 400LE

LUXURY EDITION / 3.0 SDV6 / £79,875

RS600 Specification: RS600 Alloy Wheels 9.5"x22" in Silver Platinum, 400LE Front & Rear Bumper Replacement, 400LE Front Bumper Centre Piece, Front Grille with 3D Mesh, Stainless Steel Crosshair Twin Exhaust System, Front & Rear Seats in Quilted & Perforated Leather, Door Entry Sill Plates in Stainless Steel, Vented Foot Pedals in Machined Aluminum, Brake Calipers in a Choice of Colour, Individual Paint Detailing & Colour Coding, KAHN Interior & Exterior Vehicle Branding.

Factory Specification: 2 Zone Climate Control, 8 Inch Touch Screen, Active Speed Limiter (ASL), Alarm System - Volumetric Alarm, Auto Dimming Interior Mirror, Auxiliary Power Sockets, Climate Control, Cruise Control, Diesel Particulate Filter, Driver & Passenger Sunvisor with Illuminated Vanity Mirror, Dynamic Stability Control, Eight Speed Automatic Transmission with Commandshift 2, Electric Power Assisted Steering (EPAS), Electronic Brake-Force Distribution (EBD), Electronic Traction Control (ETC), Four Corner Air Suspension (FCAS), Front Parking Aid with Display, Hard Disc Navigation System, Heated Front Seats, Heated Off Screen Wiper Park Position, Heated Windscreen, Intelligent Stop/Start System, Keyless Entry, Park Assist, Power Adjustable Steering Column, Privacy Glass, Range Rover Audio System (380W) with Eight Speakers, Rear View Camera, Roll Stability Control (RSC), Single Point Entry - Customer Configurable, Xenon Headlamps with LED Signature, 60:40 Folding Rear Seats, Alarm System - Perimetric Alarm, Anti-Lock Braking System (ABS), Auxiliary Device Connectivity (Full Integrated Streaming), Bluetooth Phone Connection & Audio Streaming, Cornering Brake Control (CBC), Daytime Running Lights, Digital Radio (DAB) Audio System, Dual Stage Airbag, Electric Parking Brake, Electronic Cross Linked Air Suspension, Emergency Brake Assist (EBA), Follow-Me-Home Lighting, Grand Black Lacquer Wood, Head Restraints with Two-Way Adjust, Heated Leather Steering Wheel, Heated Rear Windscreen, Hill Descent Control (HDC), Interior Mood Lighting, LED Rear Lamps, MP3 Compatible Audio Hard Disk Server, Power Adjustable Heated Powerfold Exterior Mirrors, Rear Park Distance Sensors with Visual Display, Remote Power Central Double Locking, Single Blade Sunvisor, Sliding Panoramic Roof & 'Say What You See' Intuitive Voice Control.

Image shown with Optional Extras: RS 9.5x"x23" Alloy Wheels in Diamond Cut & Complete Vehicle Colour Change.
All new vehicles are VAT qualifying. Applies to UK vehicles only.





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### NEW RANGE ROVER 600LE

LUXURY EDITION / 3.0 TDV6 / £89,875

**600LE Specification** RS600 9.5"x22" Alloy Wheels in Silver Platinum, 600LE Front Bumper Replacement, 600LE Rear Bumper Replacement, Front Grille with 3D Mesh, 600LE Stainless Steel Quad Crosshair Rear Pipes & Finishers, Front & Rear Seats in Perforated Leather, Door Entry Sill Plates in Stainless Steel, Vented Foot Pedals in Machined Aluminium, Brake Calipers in a Choice of Colour, Individual Paint Detailing & Colour Coding, KAHN Interior & Exterior Vehicle Branding.

Factory Specification: 3 Zone Climate Control, 8 Inch Touch Screen, Active Speed Limiter (ASL), Adaptive Xenon Headlamps with LED Signature Lighting, Auto Dimming Rear-View Mirror, Auxiliary Power Sockets, Command Driving Position, Cruise Control, Digital Audio Broadcast Radio, Dynamic Stability Control, Electronic Brakeforce Distribution, Electronic Stability Control, Emergency Brake Assist (EBA), Front & Rear Carpet Mats, Front Centre Console - Cooler Compartment, Hard Disc Navigation System, Heated Laminated Windscreen, Heated Off Screen Wiper Park Position, Interior Mood Lighting, LED Rear Lamps, Permanent 4 Wheel Drive, Rain Sensing Wipers, Rear Bench Seat with Load Through Facility, Rear View Camera, Roll Stability Control (RSC), Stop/Start Function, Trailer Stability Control, Twin Speed Low Range Transfer Gearbox, Volumetric Alarm (inc. Battery Backed Up Sounder), 380 Watt Meridian Sound System, Acoustic Laminated Windscreen, Adaptive Dynamics, Adjustable, Autodimming & Heated Powerfold Exterior Mirrors, Automatic Headlamp Levelling & Power Wash, Bluetooth Phone Connection & Audio Streaming, Cornering Brake Control (CBC), Daytime Running Lights, Driver & Passenger Airbags, Eight Speed Automatic Transmission, Electronic Cross Linked Air Suspension, Electronic Traction Control (ETC), Follow-Me-Home Lighting, Front & Rear Park Distance Sensors with Visual Display, Full TFT/LCD Instrument Cluster, Heated Front Seats, Heated Leather Steering Wheel, Hill Descent Control (HDC), Keyless Entry, Perimetric Alarm with Engine Immobilisation, Privacy Tinted Glass, Reactive Grounding Response, Rear Manual Recline, Rear Wash Wiper, Single Point Entry - Customer Configurable, Terrain Response, Twin Blade Sunvisor, USB Sockets & 'Say What You See' Intuitive Voice Control.

Image shown with Optional Extras: RS600 9.5"x23" Alloy Wheels in Silver Platinum, 600LE 9.5x23" Alloy Wheels in Shadow Chrome, Lower Bootlid Spoiler, Extended Upper Roof Wing & Complete Vehicle Colour Change. All new vehicles are VAT qualifying. Applies to UK vehicles only.

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CJ300 Specification Jeep 1941 Alloy Wheels 7.5x17" in Satin Black, 4 Slot Chelsea Truck Company Grille, Front Grille Industrial Mesh, Side Wing Blades in Carbon Finish, Fuel Filler Cap in Satin Black, Chelsea Truck Company Spare Wheel Cover, Front & Rear Seats in Quilted & Perforated Leather with Matching Stitching, Door Entry Sill Plates in Stainless Steel, Vented Foot Pedals in Machined Aluminium, Floor Mats in Toughened Rubber, Brake Calipers in Liquid Red, Smoked Headlamps & KAHN Vehicle Branding.



Wide Track Specification: 1948 Defend Alloy Wheels 8x16" in Satin Black, Front & Rear Wide Wings with Integrated Vents & Bolt Apertures, X-Lander Front Grille & Headlamp Surrounds, Bonnet & Side Vents with Mesh. Front Sports GTB Seats & Rear Folding Seats in a Choice of Quilted & Perforated Leather with Harris Tweed, Centre Glove Box & Instrument Binnacle in Quilted & Perforated Leather, Roof Grab Handles with Harris Tweed, Rear Door Panel, & Handle in Harris Tweed, Rear Passenger Knee Protectors, Vented Foot Pedals in Machined Aluminium, Door Entry Sill Plates in Stainless Steel, Single Spoke Steering Wheel - Leather, Rev Counter Facia in Red, Churchill Time Clock, Hard Wearing Front & Rear Cabin Floor Mats & KAHN Vehicle Branding.

Notes:

Jeep CJ300/400 Images shown with optional: mud terrain tyres (only for off road use), LED Daytime Running Lights & Diamond LED Military Headlights.

Defender Chelsea Wide Track shown with optional: 9"x20" Mondial Alloy Wheels in Piano Black and Diamond Cut, Front Bumper Replacement, Sump Guard & Crosshair Exhaust System in Stainless Steel inc. Mudflaps.



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Factory Sahara Specification: 5 Speed Automatic Transmission, Air Conditioning, with Auto Temperature Control, Anti-Lock 4 Wheel Disc HD Brakes, Automatic Headlight Activation, Brake Disc Ventilation, Cruise Control, Driver & Front Passenger Air Bags, Electronic Stability Control, Hill Descent Control, Hill Start Assist, Infinity Premium Audio, System, Keyless Entry with Immobiliser Split Level Targa Roof & Removable Hard Top.





Factory Specification: 2.2 Litre 4 Cylinder Diesel Engine, 6 Speed Manual Gearbox, Air Conditioning, All Terrain Anti-Lock Braking System, Audio System, Driver & Front Passenger Sun Visors, Electric Front Windows, Electronic Traction Control (ETC), Front Axle Two Pin Differential, Front Mudflaps, Halogen Headlamps, Heated Front Seats, Heated Rear Screen, Heated Windscreen, Locking Wheel Nuts, Manual Adjustable Exterior Mirrors, Manual Dipping Interior Rear View Mirror, Perimetric/Volumetric Alarm, Power Assisted Steering, Rear Door Stowage Net, Rear Folding Step, Rear Mudflaps, Rear Quarter Windows, Remote Central Locking, Side Runners, Standard Duty Suspension, Station Wagon Roof, Tinted Glass Front & Side & Windscreen Wash/Wipe System.

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Standard EU Test figures for comparative purposes and may not reflect real driving results. Model shown is a Leon 5dr 1.4TSI ACT 150PS FR at £20,000 RRP with optional metallic paint at £530 RRP, Titanium Pack at £705 RRP and full LED headlights available free of charge on selected models. Offer may be varied or withdrawn at any time. Retail Sales only. 'Deposit contribution available to customers who purchase their vehicle with Hire Purchase from SEAT Finance only. Indemnities may be required. Subject to status. Offer available until 31st March 2015, Participating Dealers only. Over 18s. Offer may be varied or withdrawn at any time. T&Cs apply. Freepost SEAT Finance. \*£1,930 RRP refers to optional specification if priced individually. ^Based on 0% APR Representative Hire Purchase with £9,618 deposit for model shown.



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